

THE ILLUSTRATED LONDON NEWS

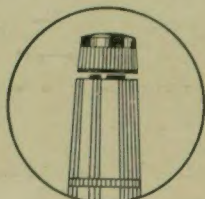
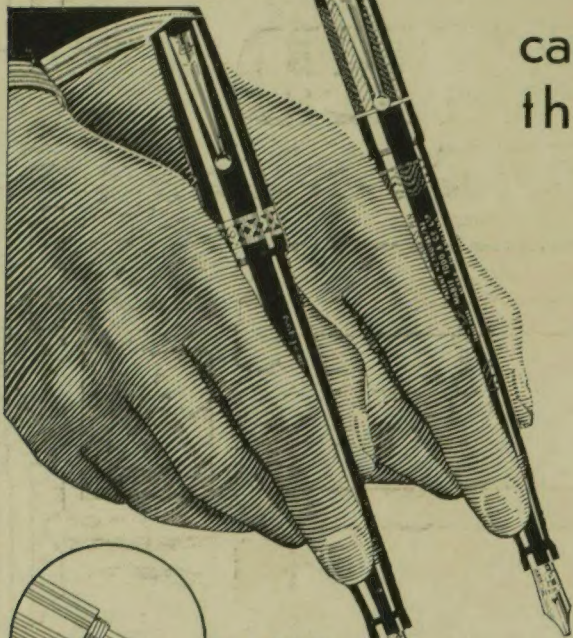
R.M.S. "Queen Mary" Number



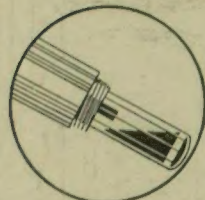
PRICE ONE SHILLING.

Only Swan

can give you
this choice



The LEVERLESS—
only two half-
turns of the top
to fill.



The VISOFIL
holds more
ink and shows
when to refill

The Visofil Swan, with mount and clip of rolled gold, 25/-. Ladies' Size, without clip, 21/-. The Leverless Swan from 17/6. Other Swans from 10/6. Available in many styles and colours, with nibs to suit all hands.

Swan Pen

WHATEVER it is you want most in a fountain pen, you can now get it in a guaranteed-for-a-lifetime Swan! The newly introduced VISOFIL gives the features of BIG CAPACITY and INK VISIBILITY in a pen that you can depend on absolutely. A glance at the crystal-clear "observation window" shows at a glance when ink is running low. The famous LEVERLESS, on the

other hand, offers the advantages of the world's quickest and simplest method of filling—merely two half-turns of the top and it's full! See these two fine modern Swans for yourself at any Stationer's or Jeweller's!

Made by Mable, Todd & Co., Ltd., Swan House, 133-135, Oxford Street, London, W.1. Also at 79, High Holborn, W.C.1: 114, Cheapside, E.C.2 95, Regent Street, W.1, and at 3, Exchange Street, Manchester.



"Tell him to Get Gibbs!"
It's Super-Fatted!

Gibbs Super-Fatted Shaving Cream gives you supreme comfort both during and after shaving.

Super-fating ensures an especially rich and close-textured lather which helps you and the razor.

The perfume and the fine ingredients leave your face refreshed and cool.

CHANGE TO GIBBS TO-DAY!

GIBBS SUPER FATTED SHAVING CREAM

GS45J



IN
DEVON-NOW

To be at the Palace when Springtime mellow's into Summer is an unforgettable experience. Somehow the golf, tennis, croquet, bowls, squash, badminton, gymnasium, swimming pool, sun lounges, ballroom, cinema, cabarets and all the things we include in the terms don't seem to matter. Why should we try to compete with Nature in her most lavish mood? One feels almost that it is a privilege to have a hotel here at all!

PALACE TORQUAY

Phone: Torquay 2271

When in Canada

Smoke a **FRESH** cigarette

British Consols

COSTLIER TOBACCOS • PLAIN OR CORK TIP

Canada's Favorite
Virginia Cigarette

MACDONALD'S

MACDONALD'S CIGARETTES AND TOBACCOS MONTREAL CANADA

SUBSCRIPTION
RATES
OF
The Illustrated
London News

Revised from 1st January, 1935

Published Weekly at 1s.	Twelve Months including Xmas No.	Six Months including Xmas No.	Six Months No Extras	Three Months No Extras
INLAND ..	£ s. d. 3 0 10	£ s. d. 1 12 3	£ s. d. 1 9 9	s. d. 14 9
CANADA ..	3 0 8	1 11 6	1 9 3	14 8
ELSEWHERE ABROAD ..	3 6 6	1 14 6	1 12 0	16 0

ORDER FORM

TO THE PUBLISHER OF
The Illustrated London News,
32-34, ST. BRIDE STREET,
LONDON, E.C.4

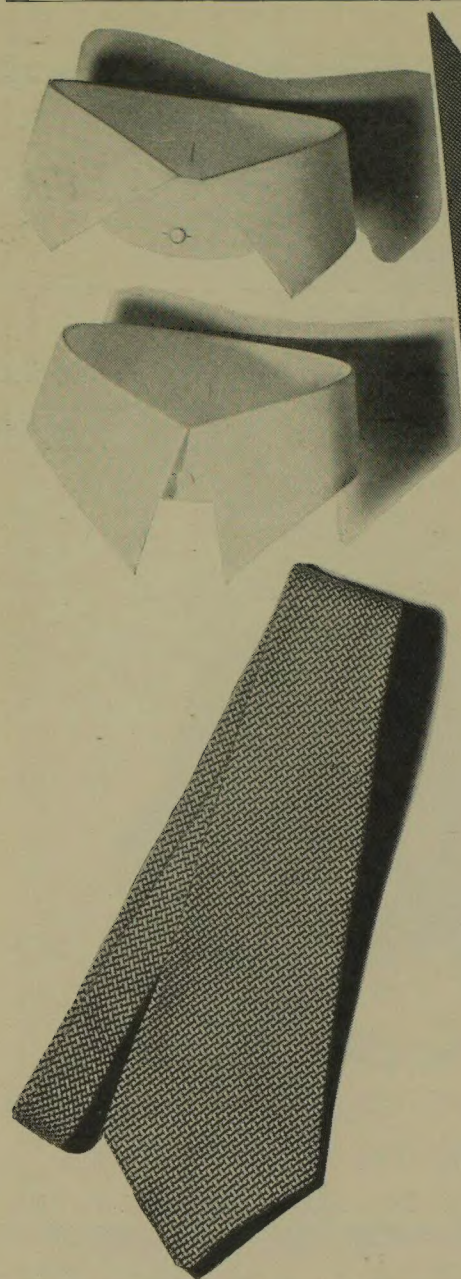
Please send me THE ILLUSTRATED LONDON NEWS weekly for _____ months, commencing with the issue of _____ for which

I enclose _____

Name _____

Address _____

Date _____ 1936



Ascot Essentials

—harmony of shade is the feature of these from Harrods

Linen Collars

In two of the accepted styles. One for the man who prefers the cut away shape with ample tie space, or the other for those who prefer longer points **11/6** Dozen

An All-Silk Tie

Cut from a square, hand woven in Macclesfield or Spitalfields. A wide choice of designs available in light grey and black and white. **8/6** Large shape.

Cashmere Waistcoat

The new silver-grey double-breasted waistcoat, hand tailored from fine Cashmere. In a backless style. Double-breasted waistcoats in Worsted Hopsack or Linen, **21/-** and **12/6** respectively.

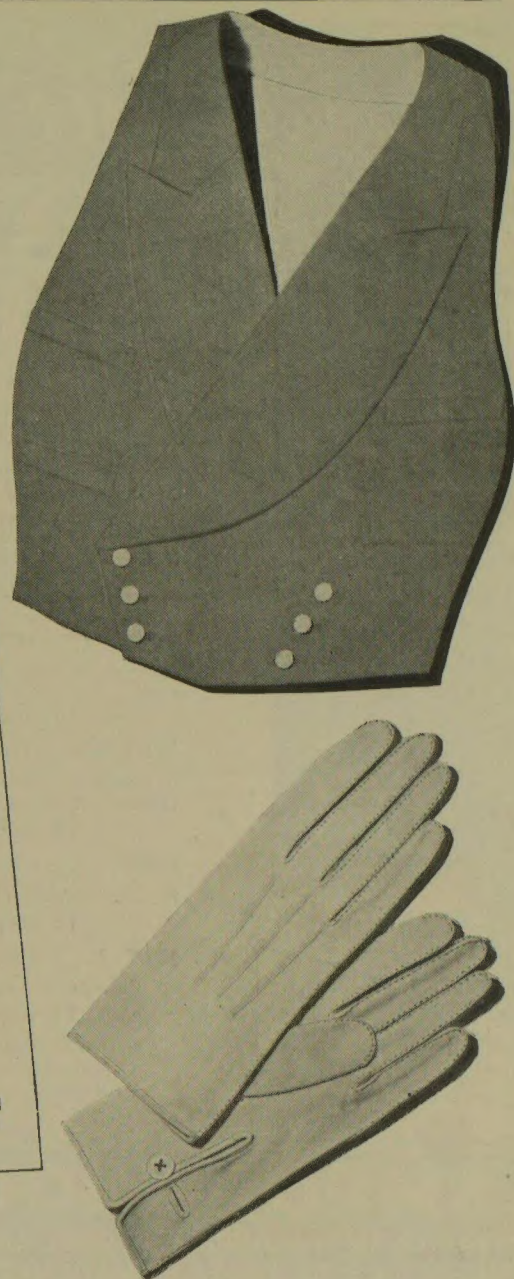
Gazelle Gloves

Made from excellent quality soft and supple gazelle skins dyed to the correct Ascot shade. Hand-sewn, **16/6** in one-button style

THE MAN'S SHOP

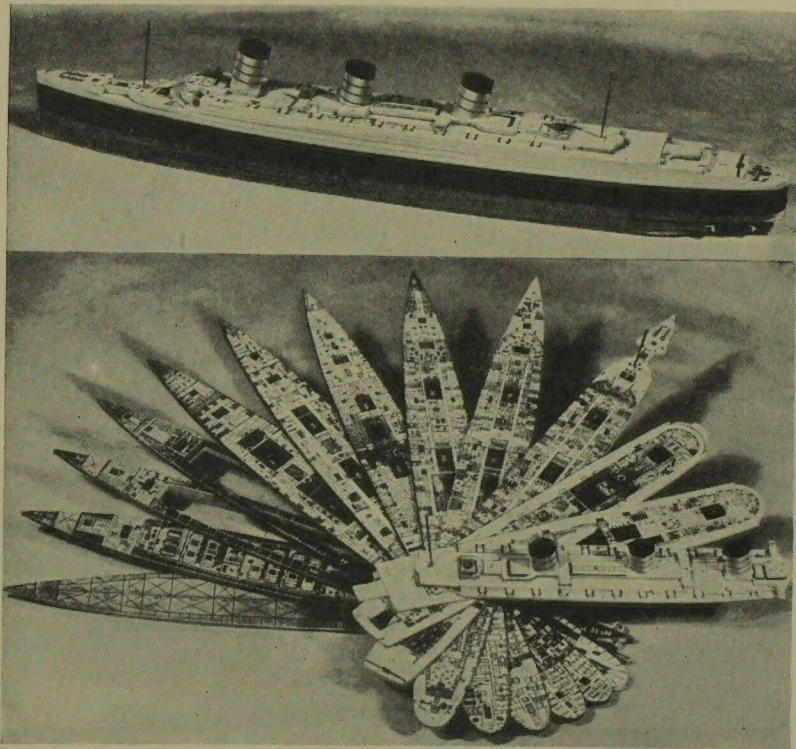
Harrods

Harrods Ltd
London SW1



UNIQUE "TAKE TO PIECES" COLOURED MODEL OF R.M.S. "QUEEN MARY"

Designed by G. H. DAVIS, the special artist of "The Illustrated London News"



All 12 Decks Removable, Revealing Every Item of the Ship's Wonderful Interior

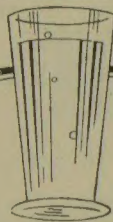
The Model, 12 ins. long, together with a numbered list of all the interesting features of the ship is available in an attractive box, price 3/6; postage and packing Inland, 9d. extra; Elsewhere Abroad, 2/6 extra

Orders with remittance should be sent to:—

THE LONDON ELECTROTYPE AGENCY LTD.,
23-24, Fetter Lane, London, E.C.4



There's



LIFE

at

Harrogate . . . always

- Capital Life.
- Social Life; Life in her Shops, her Hotels, her Municipality; Life for her Sportsman.
- Renewed Life awaiting you in her Sulphur Waters, the Natural Healing Treatment for RHEUMATISM and all allied complaints, Liver, Skin and Heart Disorders.
- Holiday Life; Moorland Walks, Tennis, Golf, Music, Indoor Entertainments.
- There, too, is the Life natural, for Harrogate is the Gateway to the Dales as well as to Health.
- To enjoy Life to the full, spend a **Spa Holiday** at

Harrogate

—the Spa for every ill

Descriptive booklet
from F. J. C. Broome,
Harrogate, 3

"IT'S QUICKER
BY RAIL."

Sunshine Cruises

VOLTAIRE AND VANDYCK

First Class Only

WHITSUN CRUISES

MAY 30. "Vandyck" from Liverpool to Gibraltar, Palma (Mallorca), Ceuta, Lisbon.
13 days from 16 gns.

MAY 30. "Voltaire" from Southampton.
18 days from 24 gns.

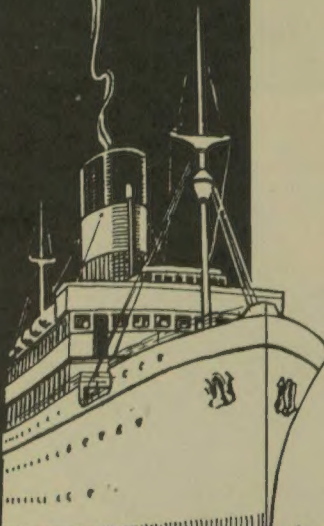
JUNE 13. "Vandyck" from Liverpool to Tangier, Casablanca (for Rabat), Madeira, Lisbon.
13 days from 16 gns.

JUNE 20. "Voltaire" from Southampton to Cadiz, Palma (Mallorca), Ceuta (for Tetuan), Lisbon.
13 days from 16 gns.

JUNE 27. "Vandyck" from Liverpool to Norwegian Fjords and Bergen.
13 days from 16 gns.

JULY 4. "Voltaire" from Southampton to Northern Capitals.
13 days from 16 gns.

Window or porthole in every room.
All the amenities of pleasure-cruise ships.
For full details of above, and later cruises to Norway, North Africa, Atlantic Isles, etc., apply:—



LAMPOR & HOLT LINE LTD.
ROYAL LIVER BUILDING, LIVERPOOL. 27 & 98, LEADENHALL ST.
LONDON, E.C.3. 64, CROSS ST. MANCHESTER, OR TOURIST AGENTS.

DEAF HEAR

INGENIOUS... MARVELLOUS... IMPOSSIBLE?

TEST IT FREE

IN YOUR OWN HOME

THROUGH THE BONE OF YOUR SKULL TO YOUR EAR

And yet—every day we are making even the so-called stone deaf hear. This new "Heareasy" method of regaining what is practically normal hearing can be tested at once in your own home entirely free of charge, or at our private rooms every day from 9 to 6 (Saturday 9 to 1), or later by appointment. No obligation to purchase, no fees, and no pressure to buy. The experience of over 30 years' research is offered you bound up in an aid so small that ladies wear it invisibly—men nearly so. "To hear is to know," and when you become a satisfied user of this tiny aid you will "know what it is to hear" conversation, church, radio, talkies, in fact everything.

Call, write or 'phone Welbeck 7223.

CHIEF CONSULTANT GENERAL ACOUSTICS LTD., 77, Wigmore St., London, W.1
Branches: Glasgow, 75, Buchanan Street; Manchester, 14, St. Ann's Square; Birmingham, 14, New Street.




The World's Best Luggage

It will never let you down. Antler attractiveness belies its strength

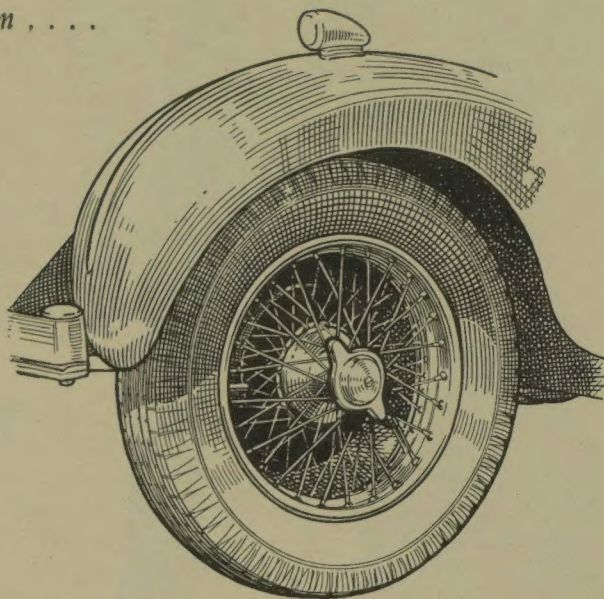
A booklet on fashionable luggage describes the range of sizes, colours and finishes

J. B. BROOKS & Co., Ltd.
208, Criterion Works,
BIRMINGHAM 3

THE NEW MG TWO-LITRE

Buy a car made in the United Kingdom

EVERY TWO-LITRE M.G. has racing type wire wheels with splined hubs and knock-off caps . . . and the Jackall built-in jacking system . . .



. . . that is what makes wheel changes so delightfully quick, easy and clean.

THE M.G. CAR COMPANY LIMITED, ABINGDON-ON-THAMES

SL.3



Sails on June 27

TO STOCKHOLM, HELSINGFORS, COPENHAGEN & OSLO

13 Days . . . from 20 guineas

On July 11

TO ZOPPOT (for DANZIG), HELSINGFORS, STOCKHOLM AND COPENHAGEN

13 Days . . . from 20 guineas

Five other cruises in July and August by Orion and Orontes

ORIENT LINE CRUISES

MANAGERS: ANDERSON, GREEN & CO., LTD.
5 FENCHURCH AVENUE, LONDON, E.C.3
West End Offices: 14 Cockspur Street, S.W.1
and No. 1 Australia House, Strand, W.C.2
Telephones: Man. 3456 Whl. 6981 Tem. 2258
or Agents

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, MAY 23, 1936.



THE R.M.S. "QUEEN MARY": THE GREAT BRITISH LINER READY TO MAKE HER MAIDEN VOYAGE ACROSS THE ATLANTIC.

The new giant Cunard White Star liner "Queen Mary," the pride of the British Merchant Navy, is due to leave Southampton on May 27 (Derby Day) for her maiden voyage across the Atlantic to New York, where great plans have been made for her reception. A new pier has been specially built for her accommodation, and ten to twelve tugs will be ready to help in manœuvring her into her berth, while

lifts and escalators have been installed for the use of passengers, as her great height above the water-line makes the usual sloping gangways impracticable. In honour of the occasion, we devote many pages in this number to illustrations of the great ship, showing various phases of her wonderful equipment and construction, as well as her enormous dimensions and the amazing amount of her stores and provisions.

PHOTOGRAPH BY STEWART BALE, LIVERPOOL.



By G. K. CHESTERTON.

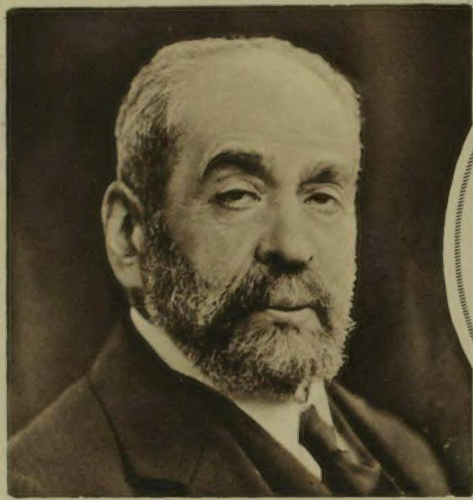
SOMEHOW or other, my mind drifted the other day towards the fancy that every famous novel, especially every quiet and domestic novel, might be rewritten as a detective story. There is something pleasing in the thought that "Cranford" might be republished with the title of "Crime at Cranford." It might be agreeable if Miss Mitford, returning to a troubled world, should give us a revised version of "Our Village," which should do justice to the darker and more violent side of the village; indeed, doing justice is a terrible term in such a connection, suggesting the black cap at the assizes or the gallows in the prison-yard, in the best traditions of Hardy and Housman. Yet Miss Marple, quite as meek and spinsterish as Miss Mitford, actually is a creation of modern detective fiction; a modest maiden lady who plays the demure detective in some excellent stories by Agatha Christie; and gives her own more grim or gory picture of "Our Village." Anyhow, the fun would be to apply this rather destructive reconstruction chiefly to the tales that are supposed to be particularly bland and blameless; the tea-table comedies of those writers who deal in trifles, even when their writing is very far from trivial. For a book as good as "Cranford" is in fact far from trivial; and it is even more true about fiction than about fact, that any such person who sweeps a room "as by Thy laws" may make both the room and the writing fine.

An obvious instance, though a sort of inversion, may be found in the case of Jane Austen. That exceedingly fine comedy, "Northanger Abbey," turns entirely on the idea of the heroine suspecting that there is a murderous mystery, and then finding out after all that there is only a humdrum or mildly humorous household. What fun it would be to write it all over again backwards; and let her first admit that it was only a humdrum household, and then find out after all that it was really a murderous mystery. For my part, I confess that I closed the book with very dark and lingering doubts about General Tilney, that very discouraging gentleman; and, without taking any actual steps about exhuming his wife's body, I can never get rid of the notion that he did murder her after all. But the mind refuses to linger over the admitted melodrama of "Northanger Abbey"; or to follow tamely the ironical suggestion about the memoirs of the wretched Matilda. It would be even better fun to transfer the atmosphere of crime to the other more quietly realistic stories of Jane Austen. "Persuasion" would be a good name for a murder story; especially of the sort that dwells upon terrorism and torture; and a subtle and delicate ethical and psychological question might be raised, about whether a really callous crime would be more probably the result of Sensibility or merely of Sense. The most probable problem raised in the case of "Pride and Prejudice" is obvious enough. Lady Catherine de Bourgh is murdered: Nobody could possibly take social precedence of her on that social occasion. All would rejoice that she should go out of the room before the rest. In every other

way, the grouping of the rest of the characters seems deliberately designed for a detective story, of the older and more melodramatic sort. The first suspicion must necessarily fall on Mr. Darcy (who was, if I remember right, her nephew and her heir); a dark, sinister, solitary figure, already unpopular by his unsociable habits and seemingly inhumane arrogance. Yes; the first suspicion of the first detective must be that the crime was committed by Mr. Darcy; possibly helped, or hindered, by Mr. Bingley, as a very reluctant

human sense whether Mr. Collins could ever rise so high in the moral scale as murder. Yet I would rather have the crime committed by Mr. Collins than by Mr. Wickham, who is the nearest approach to a villain who can be found in such a novel. Mr. Wickham floats over our heads in a sort of upper air of triviality and trickery, like an elf; he cannot be conceived as a criminal except perhaps as a sort of aerial pick-pocket, exactly fitted to the euphemism about "the light-fingered gentry." Those light fingers were never made for the necessary but repugnant task of strangling Lady Catherine de Bourgh; those little hands were never made to tear out those august and malevolent eyes. In this case, so far as I am concerned, I confess that my mystery story is still a mystery. I do not know who murdered Lady Catherine de Bourgh; indeed, it would be a slight exaggeration to say that I have any full and final authority for saying that she was murdered. But there is just as good evidence for it as there is for a vast number of the most fashionable and popular theories of evolution, origins of ethics, comparisons of religions, and descriptions of prehistoric man. It has just come into my head; which seems to be all that is necessary for a really promising scientific hypothesis. Perhaps a psycho-analyst will rewrite all the novels; and show that the apparent weak-mindedness of Mrs. Bennet covered a subconscious violence or a sadistic psychosis, that was bound sooner or later to terminate in gore.

This is all a very idle and rambling speculation, which I hope is quite free from all that poison of controversy or propaganda, of which I am sometimes accused. Nobody, I hope, can regard a love of Jane Austen as a controversial matter, or a thing in dispute among intelligent people; and as for a taste in battle, murder, and sudden death, I should say it was fairly well distributed, as the professors of comparative religions would say, among all the myths and mystical movements of mankind. But it might at least supply something in the nature of a new game. It would be amusing to go over some very familiar work, like "David Copperfield" or "Vanity Fair," and reconstruct the relations of all the characters, in the light of their relation to some hidden crime that does not occur in the existing story. It would be amusing to find that the recorded conduct of Pendennis or Pickwick was really explained more intelligently by tracing a crime or digging up a corpse, which had entirely escaped the notice of Thackeray or Dickens. Indeed, the new game seems to give new possibilities to the old game about choosing a book for a desert island. The Robinson Crusoe who took one book might turn it into ten or twenty books, by an ingenious system of telling the tale to himself in ten or twenty versions. He might be said to possess a whole library, by the time that he had found fifteen explanations of the curious conduct of Pendennis. Nor, indeed, has this method of the variety of explanations been entirely neglected. As it is exactly what has been done with the Bible and Shakespeare, and the world's most important works, we may be excused for extending it to a few comedies of the teacups.



SIR FELIX SCHUSTER.

The noted London banker, who played an important part in bank amalgamation. Became Governor of the Union Bank of London in 1895, and was chairman of the National Provincial Bank of England after it had been joined with the Union Bank in 1919. Did valuable Government work during and after the war. Died May 13.



DR. JOHN JENKINS ("GWILI").

The famous Welsh bard. Known throughout the Welsh-speaking world by his bardic title of "Gwili." Won many prizes at Eisteddfodau for poetic compositions, and became an Adjudicator at the National Eisteddfod. Served as Archdruid for five years. Did much writing, teaching, and preaching. Died May 16; aged sixty-two.



SIR PHILIP BEN GREET.

The celebrated Shakespearian actor-manager. Died May 17; aged seventy-eight. From 1902 to 1914 was concerned chiefly with the American stage. After returning to England produced Shakespeare and many other plays, notably at the Old Vic and out of doors. Founded the "Ben Greet Players." Made a Knight in 1929.



M. TSALDARIS.

Leader of the Greek Popular Party and Prime Minister of Greece before the restoration of King George II. last year. Died May 16; aged sixty-eight. Was for some years the chief member and consolidator of the anti-Venizelist forces in Greece; and was Monarchist in outlook. Had for long been in poor health.

PERSONALITIES OF THE WEEK: DISTINGUISHED MEN WHO HAVE DIED.

and wavering accomplice. Effective scenes might be made out of the police examination of Mr. Bennet; whose sardonic answers leave the detective in great doubt about whether Mr. Bennet means that he did commit the murder, or merely that he is sincerely repentant for his negligence in not doing so. A grand finale in which the crime was finally brought home to Mr. Collins, who had rebelled at last against a life of servility and humiliation, would satisfy poetical justice; but I fear would not satisfy the extremely prosaic truthfulness of Miss Jane Austen.

It is our duty to hope and pray for all the immortal souls of men; but, while abjuring absolutely the detestable determinism of Calvin, I doubt in the common

QUEEN MARY AND THE "QUEEN MARY": HER MAJESTY GIVES HER STANDARD.



HER MAJESTY'S CONTINUED INTEREST IN THE GREAT LINER SHE NAMED AND LAUNCHED: QUEEN MARY, WHO HAS PRESENTED HER PERSONAL STANDARD TO THE "QUEEN MARY"; AND (BELOW) THE STANDARD IN THE SHIP, BEHIND A GLASS PANEL BELOW THE MEDALLION OF HER MAJESTY AT THE HEAD OF THE MAIN STAIRCASE.

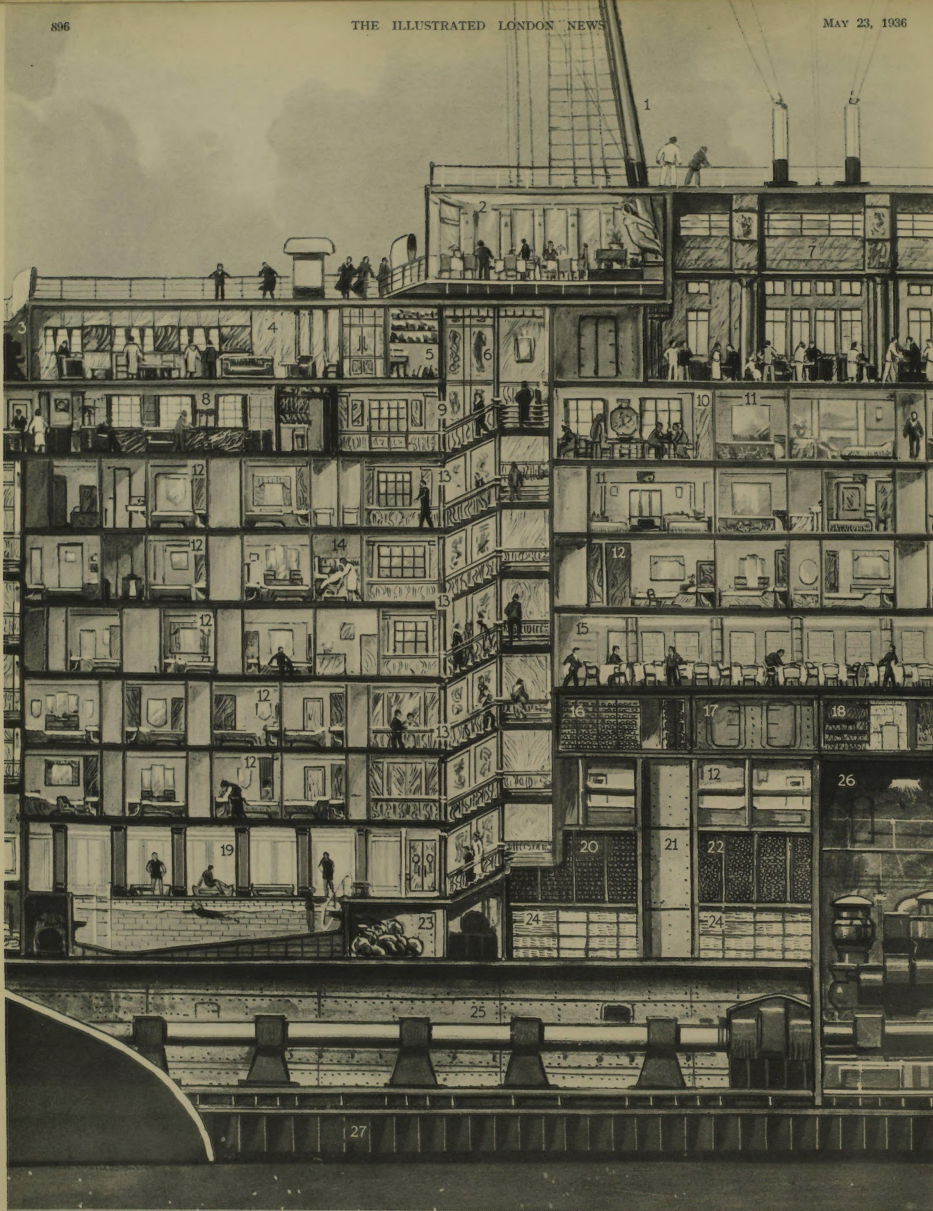
QUEEN MARY, who named and launched the giant Cunard White Star liner "Queen Mary" on September 26, 1934, has presented the ship with her personal standard. This was handed to the company's officials some days ago and has been placed behind a glass panel on the main staircase of the liner. The standard, which is of silk, measures about 3 ft. by 1½ ft. It is of the same design as the large standard flown at Buckingham Palace when Queen Mary is in residence alone. It shows her Majesty's arms impaled with the Royal Arms of the United Kingdom. Her Majesty's arms are those of her mother, the Duchess of Teck, quarterly with those of her father, the Duke of Teck. The arms of the Duchess, in this case, are in the first quarter, she being a member of the Royal House. It will not be out of place to recall the words used by King George when the vessel was launched

[Continued opposite.]



by Queen Mary. "To-day," he said, "we come to the happy task of sending on her way the stateliest ship now in being. It has been the nation's will that she should be completed, and to-day we can send her forth, no longer a number on the books, but a ship with a name, into the world alive with beauty, energy and strength. May she in her career bear many thousands of each race to visit the other as students and to return as friends." As we write, it is stated that Queen Mary will visit the "Queen Mary" at Southampton on May 25; that is, two days before the liner is scheduled to sail on her maiden voyage to New York. Our portrait of her Majesty, we should, perhaps, note, was taken shortly before the death of King George.

PHOTOGRAPH OF H.M. QUEEN MARY BY HAY WRIGHTSON; PHOTOGRAPH OF HER MAJESTY'S STANDARD BY STEWART BALE, LIVERPOOL.



THE "QUEEN MARY" IN SECTION AND IN DETAIL: A DIAGRAM OF THE PART OF THE SHIP BELOW THE MAINMAST, WELL AFT OF AMIDSHIPS; INCLUDING MOST OF THE TOURIST CLASS ACCOMMODATION.

1. Mainmast. 2. Verandah grill. 3. Cinema projection room. 4. Tourist smoking room. 5. Pantry. 6. Tourist entrance. 7. Smoking room. 8. Part of tourist lounge. 9. Tourist staircase and lifts. 10. Tourist writing room and library. 11. Staterooms and suites. 12. Suites and bedroom accommodation. 13. Staircase and lifts. 14. Hairdresser's. 15. Part of tourist dining saloon. 16. Ale and stout. 17. Stores entrance. 18. Ice-cream, butter and milk. 19. Tourist swimming-pool. 20. Beer stores. 21. Lift well. 22. Wines and minerals. 23. Mails. 24. Linen store. 25. Shafts and shaft tunnels. 26. Part of after engine room. 27. Part of double bottom.

The section of the "Queen Mary" shown in this diagram includes the delightful Verandah grill, high up on the Sun Deck, the smoking-room, and much of the tourist class accommodation. It will be seen that tourist passengers are provided with unprecedented amenities.—[Drawn by our Special Artist, G. H. DAVIS.]

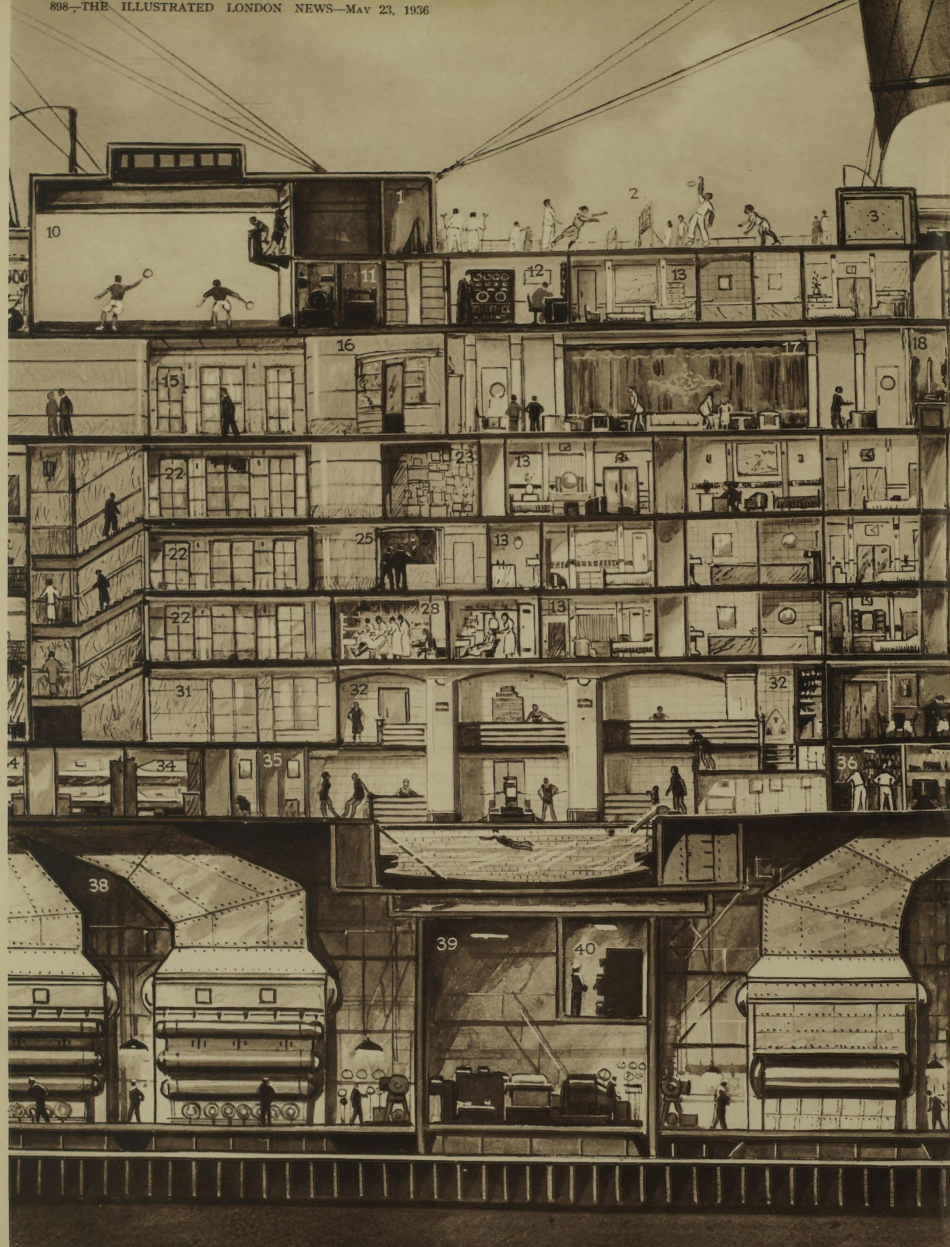


THE "QUEEN MARY" SEEN IN SECTION AND IN DETAIL: A DIAGRAM SHOWING THE CENTRAL PART OF THE SHIP; INCLUDING THE LOUNGE AND RESTAURANT, THE MOST MAGNIFICENT OF THE PUBLIC ROOMS ON BOARD.

1. Ventilators. 2. Stage of lounge. 3. Lounge. 4. Cinema projection room. 5. Chair stowage. 6. Part of gymnasium. 7. Part of writing rooms. 8. Staterooms and suites. 9. Restaurant. 10. Part of private dining rooms. 11. Part of grocery store. 12. Hospital. 13. Dispensary. 14. Printers' shop. 15. Third class accommodation. 16. Part of fan rooms. 17. Part of No. 5 boiler room. 18. Air-conditioning plant. 19. After turbo-generator room. 20. Power station. 21. Part of No. 4 boiler room. 22. Part of double bottom.

This part of the "Queen Mary" is almost exactly amidships. It includes the two largest and most magnificent of the public rooms—the main lounge and dining saloon. The latter extends vertically through three decks, is 118 ft. by 160 ft. long, and has accommodation for nearly eight hundred passengers at one sitting.

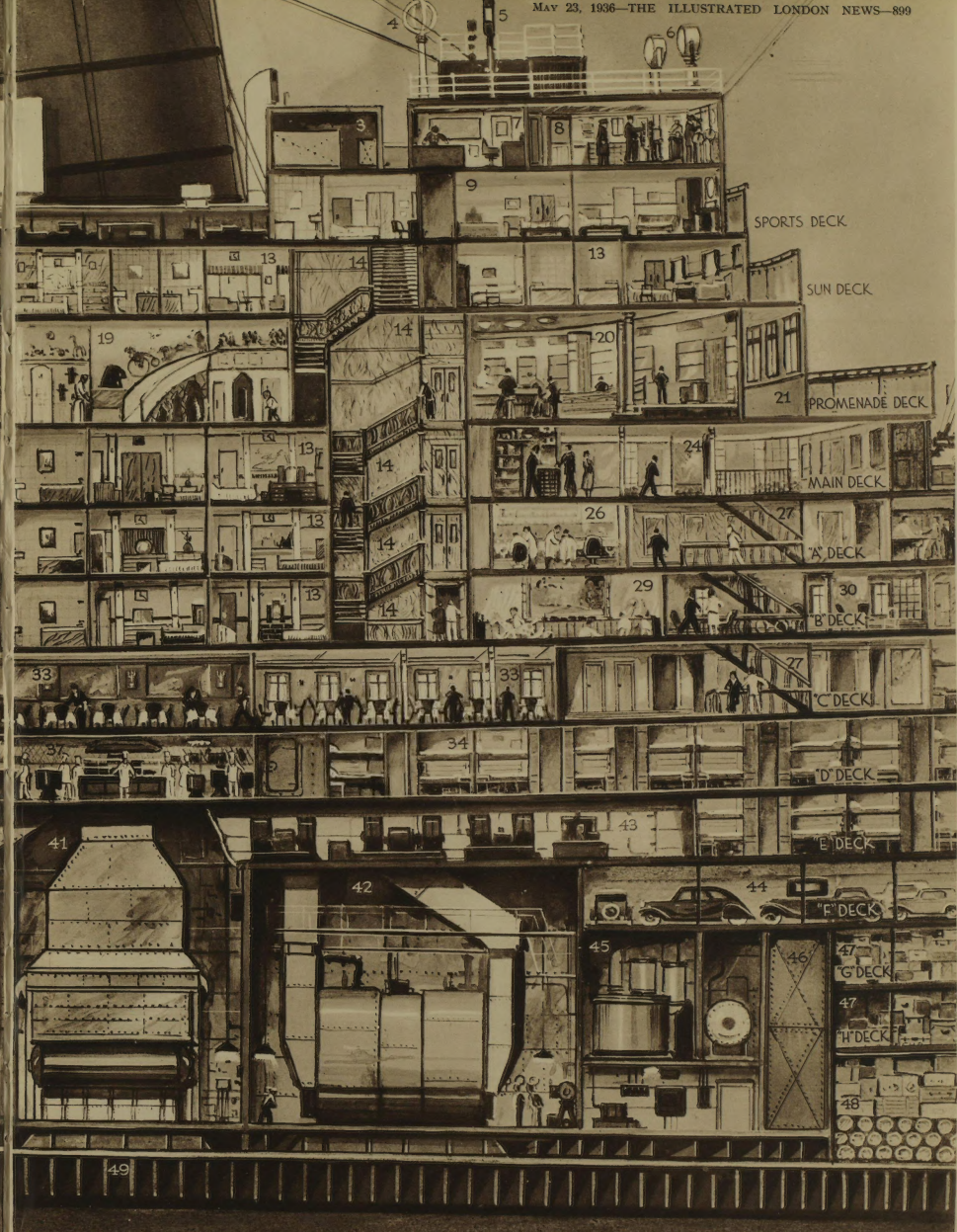
Drawn by our Special Artist, G. H. DAVIS.



THE "QUEEN MARY" IN SECTION AND IN DETAIL: A DIAGRAMMATIC VIEW OF THE FORE PART

1. Staircase. 2. Space for deck sports and promenade. 3. Tank rooms. 4. Directional
 5. Semaphores. 6. Searchlights. 7. Chart room. 8. Wheel-house and bridge.
 9. Captain's and officers' quarters. 10. Squash racquets court. 11. Lift gear. 12. Wire-
 less receiving room. 13. Staterooms and suites. 14. Forward staircase and lifts.

15. Entrance. 16. Main hall and shopping centre. 17. Drawing-room. 18. Altar. 19. Chil-
 dren's playroom. 20. Cocktail bar and observation lounge. 21. Promenade. 22. Main
 staircase and lifts. 23. Furniture store. 24. Third class garden lounge. 25. Purser's
 office. 26. Third class hairdresser's. 27. Third class entrance. 28. Hairdresser's and



OF THE VESSEL, INCLUDING THE SPORTS DECK, SQUASH COURT, AND SWIMMING-POOL.

beauty parlour. 29. Third class children's playroom. 30. Third class lounge. 31. Foyer.
 32. Swimming-pool. 33. Third class dining saloon. 34. Third class accommodation. 35.
 Dressing-rooms of swimming-pool. 36. Kosher kitchen. 37. Third class kitchens. 38. No. 3
 boiler room. 39. Forward turbo-generator room. 40. Power station. 41. No. 2 boiler

room. 42. No. 1 boiler room. 43. Fan rooms. 44. Part of garage. 45. Water-softening
 machinery. 46. Tanks. 47. Part of baggage space. 48. Part of general cargo. 49. Part
 of double bottom.—Similar diagrammatic views of other parts of the ship will be
 found on the two preceding pages.—[DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.]

THE FATHER OF SOUTH AFRICA.

BEING AN APPRECIATION OF

"JAN VAN RIEBEECK": By C. LOUIS LEIPOLDT.*

(PUBLISHED BY LONGMANS, GREEN.)

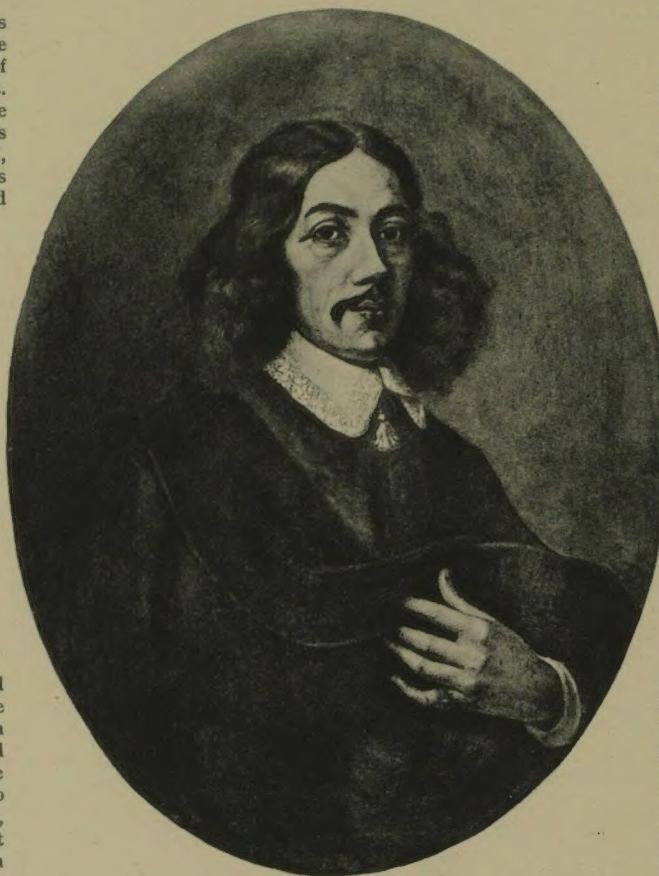
THE name of van Riebeeck receives due homage in modern South Africa, though without those flourishes of romance which endear the more picturesque characters of history to popular imagination. And, indeed, although van Riebeeck's career abounded in elements which we should nowadays consider adventurous, and although he was among the great forerunners, his personality and his labours somehow seem to lack the little touch of the "rare," the glamorous. Dr. Leipoldt's considered conclusion is that he was "a great administrator, perhaps one of the greatest that the Cape has ever had," and the whole of the volume now before us aims at supporting that thesis. It is evident that van Riebeeck did not enjoy this degree of reputation with his employers, or with most of his contemporaries; by them he was probably undervalued, as he was certainly undervalued by such historians as Dr. McCall Theal; and yet when all has been said, and eloquently said, by Dr. Leipoldt, we (for our part) are left with the impression of an administrator and a pioneer very high in, but not higher than, the second rank. Nevertheless, Dr. Leipoldt has made a most valuable contribution to history by his researches, in Cape Town, Batavia, and Holland, into the records of van Riebeeck's life and work; and since his investigations concern not merely the life of one enterprising man, but the whole basis of white civilisation in Africa, the quest has been ambitious, important, and successful. The book may claim conspicuous merit both as a piece of scholarship and as a political document, and it is well and clearly written.

Dr. Leipoldt's early pages present an excellent picture of Holland in the early seventeenth century, of social and educational conditions, and of the growth of the trading companies into the great, national Dutch East India Company. Jan van Riebeeck, born in 1618, and trained as a Barber Surgeon, entered the service of the Company in 1639. He did not, however, reach Batavia without adventure, for the ship in which he was Surgeon's Mate was wrecked in the Gulf of Guinea, and the crew spent a whole year on the unhealthy African coast before they were taken off by a relief ship. In Java, van Riebeeck soon aspired beyond barber-surgery, and evidently attracted the notice of his superiors; for in 1642 he was appointed secretary to the ambassador to Atjeh, a powerful state in Sumatra, and in the following year he was appointed to the important post of Sub-Factor in Tonkin. Here occurred a lapse from which—it is no exaggeration to say—van Riebeeck, despite every effort to live it down, never entirely recovered. He committed the high crime of engaging in a little private trade on his own account and to his own profit. The moral guilt was less than the offence against the Company's jealous monopolistic code; it is probable that van Riebeeck did no more and no worse than many others in a similar position constantly did; but he had broken the Eleventh Commandment, and, though not actually dismissed from the service of the Company, he was recalled to Holland with a heavy black mark against him.

On his journey to Holland he gained his first acquaintance with the Cape of Good Hope, where the home-going fleet called to salve a wrecked ship. The "Tavern of the Seas," indispensable to eastward-bound traders, but as yet undeveloped and ill-organised, was a place worth studying; van Riebeeck, doubtless anxious to rehabilitate himself, saw an opportunity and was soon exploiting it with energy. Returned home, he convinced the Company of the advantages of founding a permanent "refreshment station" at the Cape, and in 1651 he was appointed Commander of an enterprise in which he saw far larger possibilities than his employers. While on the one hand he seems always to have regarded the Cape as a stepping-stone to his own advancement in India, it is probable that from the first he conceived his project as the founding of a colony or "plantation" rather than a mere revictualling post. To this view, which grew on him as his work developed, he never persuaded the Lords Seventeen; they adhered rigidly to the purely commercial aspects of the venture, and were not slow to complain when it proved an object of expense rather than a source of revenue.

Van Riebeeck's fleet consisted of the *Dromedary* (200 tons), the *Reijer*, the tiny but famous yacht *Good Hope*, and two ships which followed later. On April 6, 1652, the expedition, comprising little more than a hundred souls, entered Table Bay. The first task was to build a fort, which van Riebeeck himself designed. It was the

more necessary to provide adequate defences because news soon reached the Commander that war had broken out, and that he might be exposed to attack by English ships. Next in importance came the business of cultivation, and of establishing friendly relations with the incalculable natives. The little band of pioneers suffered many



FOUNDER OF EUROPEAN CIVILISATION IN SOUTH AFRICA: JAN VAN RIEBEECK, AN OFFICIAL IN THE SERVICE OF THE DUTCH EAST INDIA COMPANY, WHO WAS SENT IN 1652 TO ESTABLISH A TRADING STATION AT THE CAPE OF GOOD HOPE.

Dr. Louis Leipoldt's study of van Riebeeck shows the first Governor of the Cape as an able administrator, a man of advanced views, and a pioneer whose courage and vision merit greater appreciation than has been accorded to him in the past. In spite of the cautious and narrowly commercial policy of his Dutch employers, he did his best to help realise the great potentialities which he, rightly, thought existed in South Africa.

Reproductions from "Jan van Riebeeck," by Courtesy of the Publishers, Messrs. Longmans, Green.



AN ARGOSY OF THE DUTCH EAST INDIA COMPANY, IN WHOSE EMPLOYMENT VAN RIEBEECK SPENT HIS LIFE: THE DEPARTURE OF THE COMPANY'S FLEET FROM AMSTERDAM—FROM THE ORIGINAL PAINTING BY DE VRROOM (1636) AT GROOT CONSTANTIA.

hardships from poverty of labour, diet, and means of defence, and were constantly harried by minor depredations of the natives; amid innumerable problems van Riebeeck showed unflinching resource and patience, and after four years of toil it can be said that "the condition of the settlement was eminently satisfactory." In 1657 Commissioner

van Goens visited the station and reported in pontifical terms to the Company. The Commander he found to be "zealous and sufficiently vigilant in your service, of unblemished character in his private life." But he considered him prone to "windy notions which often sweep him off his feet," and recommended a number of practical measures which van Riebeeck humbly accepted. At this date the settlement consisted of 144 souls. By 1661 it had grown to 381.

Van Riebeeck remained in command for eleven years, and was indefatigable in his efforts to develop the station into a colony. He devoted particular attention to farming, until he was able to report in 1657 that he had 700 acres under cultivation. A change, fraught with grave consequences for the future, occurred in the nature of the settlement when, in response to van Riebeeck's repeated requests, slave labour was introduced. Dr. Leipoldt dwells ruefully upon the complications which this expedient was destined to involve; not only did it seriously affect the future racial problems of South Africa, but "with the slaves came that added encouragement to indolence and irresponsibility that a white community, settled in a climate both relaxing and exhausting, finds so hard to withstand." With regard to the numerous native tribes, the Commander was always in a difficulty, for the Company, with an eye solely on profit and loss, insisted on a conciliatory policy up to the last possible point. Van Riebeeck did his best to abide loyally by this policy, which was, indeed, his own; but the tribes became so aggressive that stable conditions could not be secured until the Commander's well-organised Civil Guard had engaged in the first—but unhappily not the last—clash between black and white in South Africa. Not the least of the Commander's services was the exploration which he systematically promoted in the hinterland and round the coast. In short, he seems to have left nothing undone which fell to the lot of a sensible and vigorous colonial governor; and in all his efforts he seems to have received only grudging encouragement from his employers, who found his optimism unjustified by results, and did not conceal their disappointment. Van Riebeeck indulged too freely, for their taste, in dreams and promises of great wealth, especially in mineral resources; and though history has shown his instinct to have been right, he had not the means to realise his dreams and to satisfy the mercenary appetite of the Company. If he never succeeded in making the "refreshment station" the rich commercial asset which his superiors coveted, he could look back on a greater achievement than this when he laid down his command in 1662. He had left behind him a new outpost of civilisation, and had secured for it a place in history. "His last glimpse of the settlement showed him that beautiful panorama where the foreshore merges into the deeper shadows of the hill slopes and the moon silvers the imposing amphitheatre wall of Table Mountain. At the base of that massive escarpment lay the settlement that he had founded, its tiled roofs, still wet with rain, reflecting the moonbeams, its sentinel lanterns and lights shining dully in the night haze. To the right stretched the farther range of hills, now dark with winter green, dotted with the herd fires of the Capemen. Through his night-glass he could see the fort and the house wherein he had lived so long—the cemetery where his child and so many of his old comrades in the great adventure were buried. He would scarcely have been human if he had not lingered long on deck and watched the lights fade into the distance as the *Mars* rounded Green Point and made her way into the open sea."

Returned to Batavia, he never realised his highest ambition, which was to become a member of the Council of India; but he became Secretary of that august body, having first discharged, with great efficiency, the somewhat thankless duties of Commander and President of Malacca. He died in 1677. The impartial reader will unhesitatingly accept Dr. Leipoldt's epitaph upon a man of vision and enterprise. "To the settlement that he founded and wisely governed for eleven years he was a prudent and perspicacious father, identifying himself with its interests for as long as he was able to do so. He found a barren foreshore and left a cultivated colony. He had faith and vision—faith in the future of his foundation, the vision of a white settlement at the southern extremity of Africa that would be a haven of civilisation

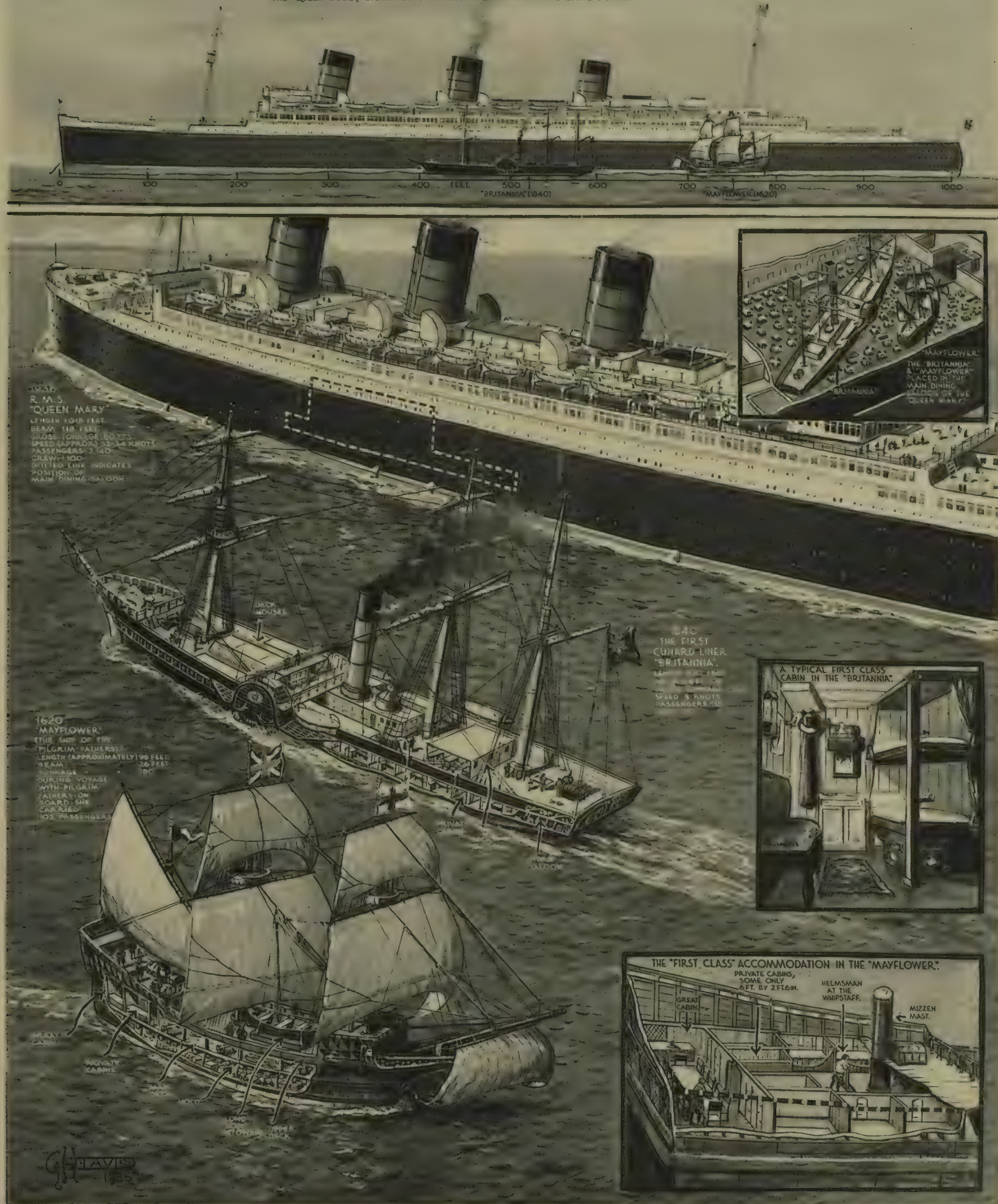
and another gem on the coronet of the Company. To him South Africa owes the beginnings of its industrial and agricultural activities. . . . To South Africa he must for ever remain a figure wrapped in the romance that clings round the pioneer and that neither time nor misrepresentation can wholly dull."—C. K. A.

* "Jan van Riebeeck: A Biographical Study." By C. Louis Leipoldt, Hon. D.Lit., University of Witwatersrand. With Illustrations. (Longmans, Green and Co.; 12s. 6d.)

FROM "MAYFLOWER" TO "QUEEN MARY": EPOCHS OF ATLANTIC TRAVEL.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.

THE "QUEEN MARY," "BRITANNIA" & "MAYFLOWER" DRAWN TO THE SAME SCALE.



COMPARISONS SHOWING THE VAST IMPROVEMENT IN SEA TRAVEL DURING THREE CENTURIES: THE "QUEEN MARY" CONTRASTED WITH THE FIRST CUNARDER, THE "BRITANNIA," OF 1840, AND THE PILGRIM FATHERS' SHIP OF 1620.

These interesting comparisons illustrate the enormous progress made in ocean travel since the little "Britannia" of 1840 and immeasurably more since the "Mayflower" of 1620. To-day thousands of people make ocean voyages for pleasure or health alone, but, even in the days of the "Britannia," the thought of a sea voyage for the joy of it would have appeared ridiculous. The cabins, with their uncomfortable bunks and furniture, and only a primitive oil lantern for lighting, were cramped, stuffy, and somewhat "smelly." Even worse was the lot of passengers in the "Mayflower," which carried the Pilgrim Fathers to America and may be considered the originator of modern Transatlantic traffic.

At the stern was the Great Cabin, where the principal passengers lived and had meals. Just forward were about eight or ten private cabins for them, but many of these cabins were mere wooden boxes, some only 2 ft. 6 in. wide by 6 ft. long and 5 ft. high. The rest of the passengers slept and took their meals wherever they could. From the "Mayflower," with her crude sails, we had by 1840 progressed to steam-driven paddles, and from 180 tons to 1154. In the next 96 years progress was rapid from that 1154 tons of the "Britannia" to over 80,000 tons of the "Queen Mary"; from 115 passengers to 2140; and from 8 to over 30 knots in speed, reducing the time of the passage from 14½ to 4 days.

ART AND COMFORT UNITED IN THE "QUEEN MARY": NOTEWORTHY EXAMPLES.

PHOTOGRAPHS BY STEWART BALE, LIVERPOOL.



IN THE VERANDAH GRILL, DECORATED WITH PANELS BY DORIS ZINKEISEN, REPRESENTING PANTOMIME, MELODRAMA, AND CIRCUS THEMES: A GAY ROOM.



THE CABIN CLASS SWIMMING-POOL WITH ITS GLASS CEILING: A VIEW SHOWING THE CHUTE AND BEHIND IT A PANEL REPRESENTING SWANS.



THE ACME OF COMFORT: THE CABIN CLASS SMOKING ROOM; SHOWING A MARINE PAINTING AND (NEAR THE CEILING) FIGURES FROM PLAYING-CARDS.



IN THE CABIN CLASS MAIN LOUNGE: A COMFORTABLE CORNER IN THE VAST APARTMENT, WITH A PIECE OF SCULPTURE IN A LIGHTED NICHE.

The Verandah Grill on the Sun Deck is a light and airy room 70 ft. long by 29 ft. wide, with a large circular bay facing aft and looking out to sea. It is intended for *à la carte* meals for passengers not wishing to go to the main restaurant. In the centre is a little dance floor. This is one of the few rooms in the ship without wood-panelling, and it has large wall paintings by Doris Zinkeisen which lend an

atmosphere of gaiety. The Cabin Class Swimming-Pool has deep and shallow ends, a chute, and warmed water. The tiles are cream coloured and the ceiling of glass. The Smoking Room is a lofty apartment with the solid comfort of a club. The oak walls are decorated with paintings by Edward Wadsworth, and high up near the ceiling is a series of carvings representing the figures on Court cards.

ART AND COMFORT UNITED IN THE "QUEEN MARY": LOUNGE AND GALLERIES.

PHOTOGRAPHS BY STEWART BALE, LIVERPOOL.



WITH ALGERNON NEWTON'S PICTURE, "EVENING ON THE AVON": THE AFTER END OF THE LONG GALLERY, ON THE PROMENADE DECK.



IN THE CABIN MAIN LOUNGE: THE STAGE, WITH A PLAQUE SYMBOLIC OF MUSIC AND THE ARTS, BY MAURICE LAMBERT, OVER THE PROSCENIUM.



ANOTHER PART OF THE MAIN LOUNGE: A VIEW SHOWING ONE OF THE GOLDEN ONYX MANTELPIECES, WITH A PAINTING BY DUNCAN GRANT ABOVE.



IN THE STARBOARD LOUNGE, ADJOINING THE BALL ROOM: A MURAL CARVING (RIGHT) BY JOHN SKEAPING, AND A FLOWER PAINTING BY CEDRIC MORRIS.

The Main Lounge in the "Queen Mary" is an immense and lofty room 96 ft. long by 70 ft. wide and 22 ft. high. All the metal-work is finished in dull gold. The mantelpieces over the electric fires are of golden onyx, and above them are paintings by Duncan Grant. A great feature of the Lounge is the fully-equipped stage at the after end, with a proscenium 26 ft. wide and 22 ft. high. Here can be given

concerts and even plays, for there are drop sheets, wing curtains, and a stage-lighting system. Above the proscenium is a large gilt plaque designed by Maurice Lambert, symbolic of music, the arts, and dancing. Doors on the port side lead into the Long Gallery, and on the other side into the Starboard Gallery. The Long Gallery, 118 ft. in length, has at its after end a painting by Algernon Newton, A.R.A.

ART AND COMFORT UNITED IN THE "QUEEN MARY": NOTABLE AMENITIES FOR CABIN, TOURIST, AND THIRD CLASS.

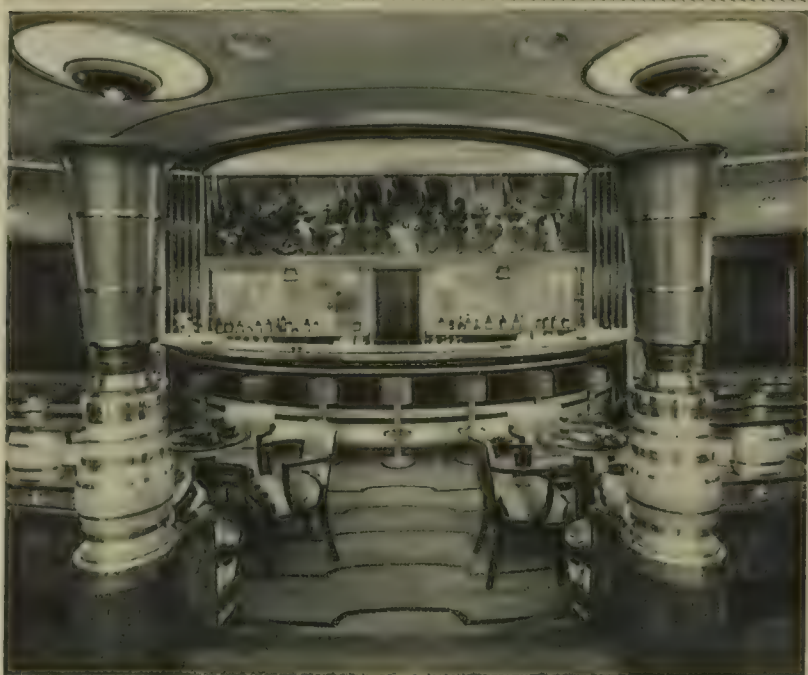
PHOTOGRAPHS BY STEWART BALE, LIVERPOOL (EXCEPT TOP LEFT AND LOWER LEFT).



A CABIN PRIVATE SITTING-ROOM SUITE IN THE "QUEEN MARY": A TYPICAL EXAMPLE OF LUXURIOUS APPOINTMENTS IN THE STATEROOMS.



IN THE CABIN CLASS WRITING-ROOM WITH ITS DESKS AND EASY CHAIRS: A QUIET CORNER FOR CORRESPONDENCE OR LITERARY WORK.



THE CABIN CLASS OBSERVATION LOUNGE AND COCKTAIL BAR, DECORATED WITH PICTURES BY A. R. THOMSON: THE BAR AND ONE OF HIS PAINTINGS.



ANOTHER ASPECT OF THE CABIN OBSERVATION LOUNGE AND COCKTAIL BAR: A SEMI-CIRCLE OF SEATS AND TABLES, WITH THE BAR ON THE LEFT.



THE UNPRECEDENTED QUALITY OF THE ACCOMMODATION FOR THE TOURIST CLASS IN THE "QUEEN MARY": THE SPACIOUS TOURIST DINING SALOON.



COMFORT AND GOOD TASTE IN THE THIRD CLASS GARDEN LOUNGE: A CONTRAST TO THE CRAMPED QUARTERS FOR POORER PASSENGERS IN OLD-TIME SHIPS.

Nothing is more striking in the "Queen Mary" than the excellence of the accommodation provided for all three classes of passengers, officially designated Cabin, Tourist, and Third. In the Cabin class the furnishing and decoration reach the acme of luxury and comfort, combined with good taste, but the same principles are applied, in due degree, to the other two. The Tourist quarters surpass anything of their

kind elsewhere, and indeed are better than the First Class in many ships. The Third Class accommodation, as one of our photographs indicates, contrasts most strikingly with that which in former times was considered good enough for this type of passenger. As will be seen in illustrations on another page, these remarks apply to Tourist and Third Class private berths, as well as to public rooms.

ART AND COMFORT UNITED IN THE "QUEEN MARY": TYPICAL ACCOMMODATION FOR EACH CLASS.

PHOTOGRAPHS (EXCEPT TOP LEFT) BY STEWART BALE, LIVERPOOL.



IN ONE OF THE SUITES OF THE CABIN CLASS: A DOUBLE BEDROOM PROVIDED WITH ALL THE AMENITIES OF A FIRST-RATE HOTEL.

AS noted elsewhere in this number, the passenger accommodation on board the "Queen Mary" is remarkable, not only for the luxurious amenities of the private suites in the Cabin Class, the decoration of which was carried out by noted artists, but also for the unusually artistic and comfortable quarters provided in the less expensive portions of the ship for the Tourist Class and the Third Class. Both the public rooms and the private berths are much superior to anything hitherto customary for those classes. The general attractions of the "Queen Mary," from the

[Continued below.]



IN THE TOURIST CLASS, FOR WHICH EXCEPTIONALLY ATTRACTIVE QUARTERS ARE PROVIDED ON BOARD THE "QUEEN MARY": A TYPICAL DOUBLE BEDROOM.

[Continued.]

point of view of the passenger, have already been tested during the twenty-four-hour trip that she recently made along the Channel, from Southampton to Penzance and back—a distance of 470 miles—carrying six hundred guests, among whom were members of the Cabinet and other distinguished people. The great liner's progress



WITH A PICTURE OF WILD DUCK IN FLIGHT: A DISTINCTIVE PRIVATE SITTING-ROOM IN ONE OF NUMEROUS CABIN SUITES DECORATED BY NOTED ARTISTS.

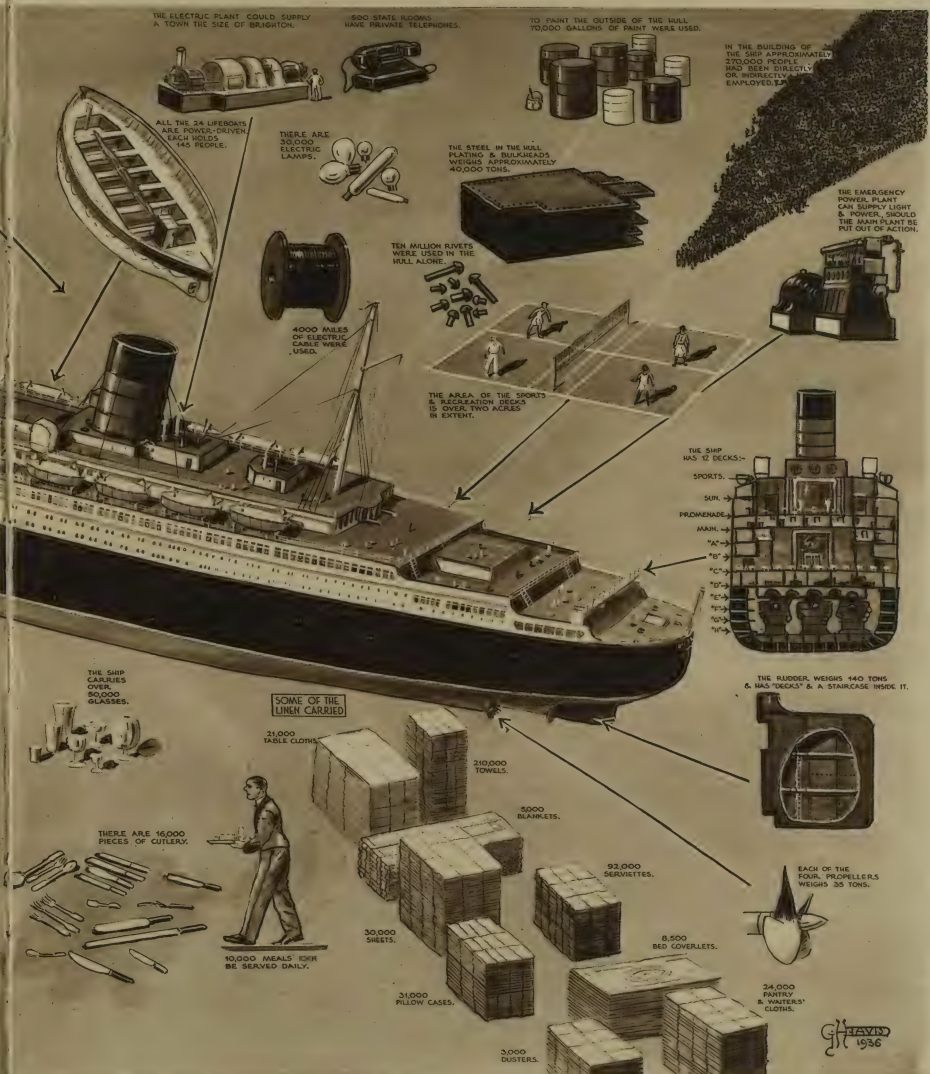


THIRD CLASS ACCOMMODATION FAR SUPERIOR TO THAT OF FORMER DAYS: A PLAIN BUT TASTEFUL BEDROOM, LIKEWISE PROVIDED WITH RUNNING WATER.

attracted crowds of interested spectators all along the coast. The guests were unanimous in their praise of the vessel, commenting especially on the absence of vibration. Thus Lord Hailsham remarked: "One of the most marked features was the extreme smoothness with which she went." Lord Hewart, the Lord Chief Justice, declared: "She is the most amazing ship in the world. Throughout the journey we might have thought we were in a thoroughly well-built hotel on dry land." Sir Thomas Inskip, Minister for the Co-ordination of Defence, expressed a similar opinion. "It was difficult to imagine," he said, "even in the slight swell off the Lizard, that she was not a hotel." Sir Robert Horne equally appreciated this quality of smoothness and stability. "She is a ship," he observed, "which does a great speed without any fuss, and no vibration." The Chancellor of the Exchequer, Mr. Neville Chamberlain, was duly impressed by considerations of an economic character, affecting what might be called the shipowner's "budget." "An amazing thing," he said, "is the very small number of men necessary to work a great ship like this, owing to the mechanical arrangements."

A SHIP WITH ELECTRIC PLANT BIG ENOUGH FOR BRIGHTON.

ARTIST, G. H. DAVIS

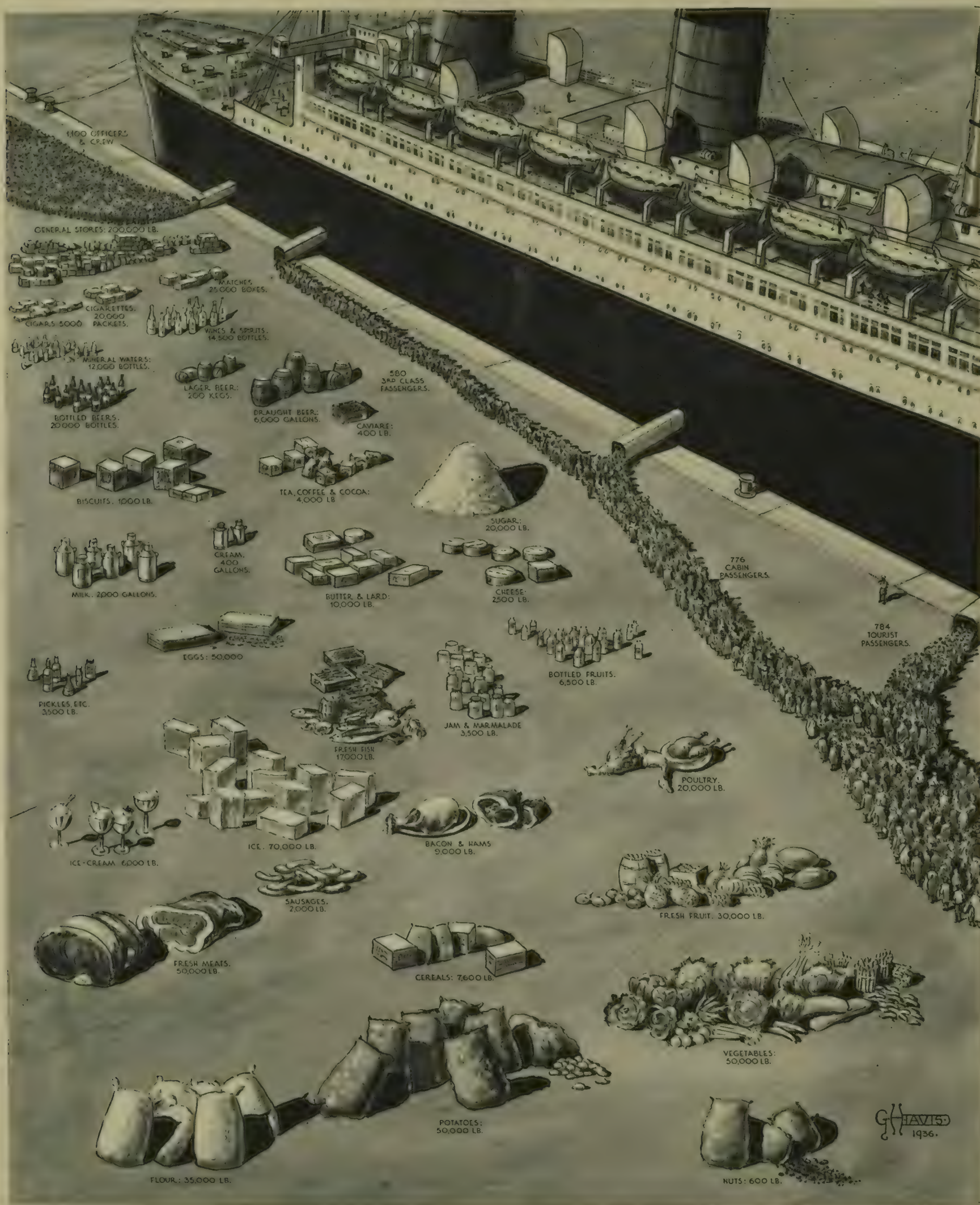


CONTAINS 40,000 TONS OF STEEL, IN HULL PLATING AND BULKHEADS, AND 10,000,000 RIVETS.

placed on its side. Just glance at those anchors, each weighing 16 tons, and the wonderful cable attached, each link two feet long with a breaking strength of about 35 tons to the square inch. Then think of those 24 motor lifeboats, each 36 feet long, all power-driven, and each capable of carrying many people; think of the whole of the passenger accommodations in the first-class saloon; the "Britannia," 1840 tons, the ship's stores; the six her mighty oil-fuel bunkers, 50 in. all, so that below the water-line for the greater part of her length she has a double skin, the inner some 20 feet from the outer. Oil is sprayed into the furnaces, and 20,000 tons of air are pumped down to the boiler rooms daily, to ensure proper combustion of the fuel.

THE "QUEEN MARY'S" LARDER: ENOUGH PROVISIONS FOR A BIG TOWN.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



CATERING FOR OVER 3000 PEOPLE IN THE "QUEEN MARY": COMESTIBLES IN AMAZING QUANTITY—SOME OUTSTANDING ITEMS.

It is the proud boast of the Cunard White Star catering department that they have so wonderful a system of keeping the larders of the "Queen Mary" always adequately filled that not only do they provide for extra days, when the ship may be delayed, but that at any time they can supply anything a passenger may ask for. To keep the fresh meat, vegetables, and so on in perfect condition, there is cold-storage space of 60,000 cubic feet. Naturally on this page it has been impossible to show all the many and varied articles of food carried, but we have selected some of the more important items. For instance, we cannot illustrate the fact that there are 12 varieties of jams, 15 of cheese, or 22 of biscuits. Over 800 of the total crew of 1100 are directly employed in looking

after the wants of passengers. The tastes of people of all races have to be catered for, and for Jewish voyagers there is a special Kosher kitchen. More than 100 cooks work under the principal chef, besides bakers and other persons employed in the great all-electric kitchens. There are butchers to cut up the meat and a complete butcher's shop, while among the store rooms on "D" Deck is even a special room heated to the correct warmth to ripen a vast quantity of bananas during the voyage. Consider also the manifold kinds of drinks required to suit the thousand-and-one tastes of those on board, and all the varieties of cigars, cigarettes, and tobaccos for people of differing races mixed together in this mammoth floating "hotel," which can accommodate 2140 passengers.

A GREAT SOLDIER AND ADMINISTRATOR: FIELD-MARSHAL LORD ALLENBY.



VISCOUNT ALLENBY OF MEGIDDO AND FELIXSTOWE, WHOSE BURIAL IN THE WARRIORS' CHAPEL OF THE ABBEY TOOK PLACE ON MAY 19: THE CONQUEROR OF PALESTINE AND THE DELIVERER OF JERUSALEM.

Lord Allenby, who died suddenly at his home in Kensington on May 14, aged seventy-five, was one of the great figures of the war, both as soldier and administrator. He will be remembered chiefly for his brilliant campaign against the Turks in Palestine, which has been described as "a model for all time." Jerusalem surrendered to his forces on December 9, 1917, and on the 11th he made his formal entry into the Holy City on foot. The moral effect was profound, and the military result was to eliminate danger to Baghdad by drawing into Palestine all available Turkish reserves. He continued his northern advance, and on September 19, 1918, crossing the Pass of Megiddo into the Plain of Esdraelon, gained a dramatic and crushing victory which led to the capture of Damascus. In his campaign he was assisted by the Arabs under Colonel Lawrence, who in "The Seven Pillars of Wisdom"

writes of "the good cheer and the conscious strength of the C.-in-C." In 1919 he was appointed British High Commissioner in Egypt, an office which he held for six years. In the same year he received the thanks of Parliament for his services, with a grant of £50,000, was promoted Field-Marshal, and was created Viscount Allenby of Megiddo and Felixstowe. In 1896 he had married Miss Adelaide Mabel Chapman. Their only son died of wounds in the war, and the title passes to a nephew. In 1930 Lord Allenby became President of the British National Cadet Association. On April 28 last he was installed as Lord Rector of Edinburgh University. He delivered a memorable Rectorial address, condemning aggressive nationalism and describing dictators as ephemeral phenomena. "The glory of conquest," he said, "is departing; its gains are Dead Sea fruit, its legacy bitter memories alone."

BOOKS OF THE DAY.

SINCE *The Illustrated*

London News changed its address, my way to its abode has lain through the romantic purlieus of Clerkenwell, and every morning from my bus window I observe the spot immortalised in literature as "Riceyman Steps." They lead up from Granville Place, off King's Cross Road, to St. Philip's Church in Granville Square. Of late, I am sorry to see, the hand of the builder has been heavy on one side of the steps, which have been laterally truncated and shorn of their old-time spaciousness. I have not discovered any visible memorial to the novelist with whom they are associated, in the form of a plaque or medallion, such as that which recalls the old Bagnigge Wells just across the main road. The regrettable encroachment on the famous steps, and also the announcement of a great sale (at Sotheby's on May 25) of Arnold Bennett's manuscripts and letters, prompts me to begin my weekly tale of books with two new works concerning him.

He himself supplies what almost constitutes a week-to-week diary of his personal doings, during the last ten years of his life, in "ARNOLD BENNETT'S LETTERS TO HIS NEPHEW." With a Preface by Frank Swinnerton and Frontispiece Portrait Drawing by Sir William Rothenstein (Heinemann; 10s. 6d.). No editor's name appears on the title-page, but a publisher's note states: "Arnold Bennett wrote weekly letters to his nephew and adopted son, Richard Bennett, who has undertaken the task of editing and annotating extracts. The letters may be divided into three groups: those written to Richard while he was at school—Oundle (1916-20), those written while he was at Cambridge (1920-24), and those written since. Of the first group, only a few remain; of the others, the complete series has been preserved." This outline of the book's origin and scope is amplified by Mr. Swinnerton, who knew Bennett well, and once spent a month alone with him in Portugal. "Having until late in life no child of his own," we read, "he undertook the charge of his nephew's education."

Like Galsworthy (as disclosed in Mr. Marrot's recent biography), Arnold Bennett was a man of boundless generosity to those in need, especially less fortunate writers. "His impulse," says Mr. Swinnerton, "was to help all. . . . The number of his beneficiaries was beyond computation; he gave his time, his interest, his care, and his money with a readiness possible only to one of large mind and large heart." Another trait in his character on which Mr. Swinnerton makes illuminating comment is his love of the sumptuous, as in clothes and hotels, but in regard to the latter much exaggerated by people who did not know him. "What fascinated him about all these large hotels and restaurants," says Mr. Swinnerton, "was their organisation . . . and, in chief, the astounding thought that every servant and dweller in the building was, like himself, a human being, with a secret life of his or her own. In other words, he was a novelist in the tradition of Balzac, but confronted with a much mechanised world, to which he conceived it to be his duty to act as a recorder." It is a popular fallacy that Bennett himself was Denry, "the Card" of his own story, but in one of these letters (p. 105) he records a visit from the actual original, who is mentioned by name.

In letters written by an older man *in loco parentis* to a younger, one would not have expected so much intimacy or self-revelation. The admonitory note, of course, is sounded at intervals, and there is much excellent advice, salutary to any young man, on such matters as sobriety, management of money, or the choice of a career, but we find none of the cynicism for which Lord Chesterfield's letters to his son are notorious. Arnold Bennett was a kinder mentor, yet not lacking in worldly wisdom. As time goes on, he writes to his nephew with increasing familiarity and frankness. Not the least delightful feature of the correspondence, indicating its affectionately humorous tone, is his choice of a different valedictory epithet for "Your—Uncle" at the close of each of the letters. They present, in short *staccato* sentences, a vivid telegraphic picture of his own daily occupations and experiences—the outward progress of his work, his reading, his visits to plays and concerts, his travels and yachting tours, his social pursuits, and his meetings with hosts of friends and acquaintances. As a diner-out and a literary lion,

Arnold Bennett emulated the fame of Tom Moore in an earlier day, only more so, being as well known in Paris as in London. One regrets there are not more illustrations, but, if portraits of all the people mentioned had been included, they might have outnumbered its 300-odd pages.

From such a book as this it is difficult to give a really representative extract, but here are two short ones which are in a way typical both of A. B.'s geniality and of his methodical orderliness as a writer. On Dec. 6, 1926, he writes: "You would have loved to see Virginia Woolf and me at tea together on Friday, the day after I had publicly slanged her in the E.S. [*Evening Standard*]. We got on fine. She undertook to do me in later. We dine at Colefackses to-night. I am disturbed about my new novel, of which I have written about 6000 words. I don't

inception of his subjects

and characters. Few writers, as far as I remember, have ever done so. Taken all in all, however, these cheery and amusing letters, which conclude with "the last thing ever written by A. B.," will go far to make evident to his readers what Mr. Swinnerton considers none has ever sufficiently realised—"the extraordinary charm of his personality."

Old admirers of A. B.'s works will be justified of their faith, and many new proselytes will be gained, I think, through reading "ARNOLD BENNETT AND HIS NOVELS." A Critical Study. By J. B. Simons, M.A. (Basil Blackwell; 12s. 6d.). This book impresses me as an exceptionally acute and well-informed work of exposition and appreciation, and it is very attractively printed and produced. The author evinces a wide knowledge of English and French fiction, and he gives us in a compact form an outline of Bennett's life and the literary influences that affected him, summaries of the principal novels (including an extensive and penetrating section on "Riceyman Steps"), a general estimate of his place in our literature in comparison with famous contemporaries, and a bibliography of his works. An index would have been a valuable adjunct.

It is claimed for Mr. Simons that his book is "the first complete biographical and critical study of Arnold Bennett to appear in England or America." Perhaps the gist of the author's conclusions are contained in the following passage. Quoting an allusion to Maupassant in Dr. Green's work on French novelists—"The function of the novelist is not to convert us to his social or political opinions, but to interpret life by offering an imaginary though credible picture of its complexities"—Mr. Simons goes on to say: "It has been my chief purpose to show that Arnold Bennett has carried out this function of the novelist." A little later he enlarges on the point thus: "While Shaw with his acid satire and dazzling wit has played like lightning round the drabness and lack of imagination of the life of the middle

classes, while Galsworthy has dissected the upper middle class in the hope of stirring it up from its stagnation and complacency; and while Wells with his vivid imagination and darting intellect has analysed and discussed every feature of the national life, Bennett has observed and noted down philosophically and striven to remain as impartial and objective as he could. Therefore he is the soundest artist among these giants of modern and contemporary British literature, because the first duty of a novelist is to tell a story, not to convert us to a point of view."

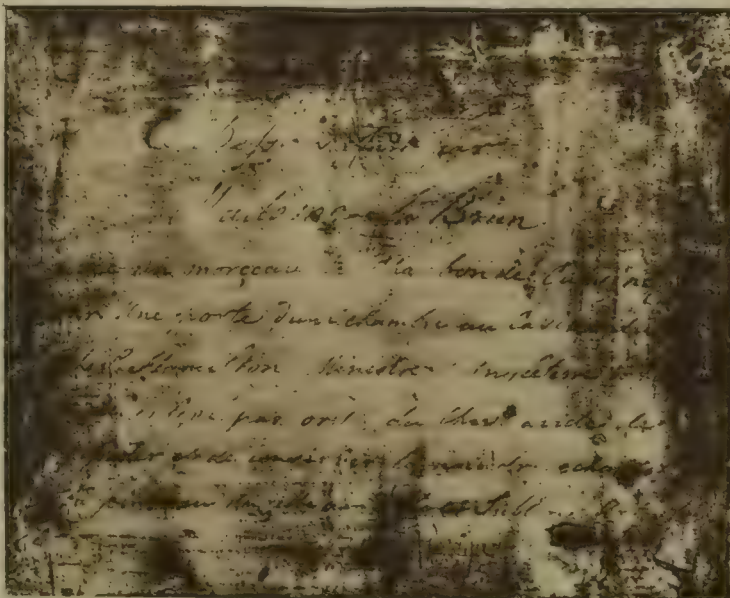
From books about Arnold Bennett I may fittingly turn to a batch of theatrical reminiscences, seeing that he was a dramatist as well as a novelist, and an inveterate playgoer. I did not know him personally, but my recollection of him is a figure standing up in the stalls during an interval on a first night. With these remaining books I must be brief, through lack of space. The most entertaining, for its wealth of curious anecdote, is "THE STRANGE LIFE OF WILLY CLARKSON." An Experiment in Biography. By Harry J. Greenwall. Author of "The Underworld of Paris." With seventeen illustrations (John Long; 18s.). For many years no theatre programme appeared without the legend "Wigs by Clarkson," and he also was a very familiar figure at first nights. Mr. Greenwall mentions that he pressed Clarkson to write his autobiography, and he at last consented, but the book was never written. The present volume embodies not only Clarkson's own life, which well deserves the epithet "strange," but also much anecdotal lore concerning bygone days in the theatre and countless stage celebrities.

Specially interesting is the chapter about Sarah Bernhardt, who, says the author, "used Willy Clarkson as a lackey." Summing up, he writes: "A strange man, indeed, was Willy Clarkson, and a strange life he led. A grown-up errand-boy to a great French actress, a man who unwittingly used his art to help criminals in their disguises. At Court he played the part of a jester and a barber. He made wigs for every London theatrical production of note during six decades. He knew every man and woman who ever made their mark on the stage of

[Continued on page 936.]



A SKETCH MADE BY MME. VIGÉE LE BRUN UPON A DOOR-PANEL IN THE CASINO OF SIR WILLIAM HAMILTON (THE FAMOUS BRITISH MINISTER AT NAPLES): A LOT IN THE FORTHCOMING SALE AT SOTHEBY'S OF OLD MASTER DRAWINGS FROM THE WARWICK CASTLE COLLECTION. (10½ IN. BY 14 IN.)



THE INSCRIPTION ON THE BACK OF THE SKETCH BY MME. VIGÉE LE BRUN.

A collection of Old Master drawings from Warwick Castle will be dispersed at Sotheby's on June 17. Particular interest attaches to the head of a girl drawn by Mme. Vigée Le Brun upon a door in the Casino of Sir William Hamilton, British Minister at Naples. The inscription on the back reads: "Ce dessin fait par Madame Le Brun avec un morceau de charbon de cuisine sur une porte d'une chambre du casino du Chevalier Hamilton, Ministre d'Angleterre à Naples, a été enlevé par ordre du Chevalier avide de posséder et de conserver le moindre échantillon du pinceau de cette aimable et sublime artiste." Mme. Le Brun left Paris at the time of the Revolution and went to Italy. At Naples she painted Lady Hamilton—Nelson's Lady Hamilton—wife of Sir William Hamilton, in the character of a Bacchante reclining beside the seashore. It is difficult to avoid conjecturing whether Mme. Le Brun, in sketching this head upon a door-panel in Sir William Hamilton's casino, had in mind the features of his lovely but wayward lady.—[Reproductions by Courtesy of Messrs. Sotheby's.]

see ahead. All is well, save a certain chill in my head. Your beclouded novelist Uncle." The next extract, dated Dec. 13, 1926, is as follows: "This year up to now I have written between 350 and 360,000 words. Can't write any more now. Your scribbendous Uncle." In alluding to his own works, he confines himself to external matters, and does not reveal the workings of his thought, or the

NEWS OF THE WEEK AT HOME AND ON THE CONTINENT: TOPICAL EVENTS RECORDED BY THE CAMERA.



A MISSING TRAWLER: THE "GIRL PAT," WHICH MYSTERIOUSLY ARRIVED AT CORCUBION, SPAIN, AFTER LEAVING GRIMSBY OSTENSIBLY TO FISH IN THE NORTH SEA.

The Grimsby motor-trawler "Girl Pat" is the subject of the latest mystery of the sea. She left Grimsby on April 2 ostensibly for a North Sea fishing trip; put in at Dover on April 3; arrived at Corcubion, on the north-west coast of Spain, on April 12; and, after extensive repairs, left that port on April 21 for an unknown destination. The owners, the Marstrand Fishing Company, had no knowledge of the captain's intentions.



MR. J. H. THOMAS'S HOUSE AT FERRING-ON-SEA, WHICH WAS MENTIONED IN THE BUDGET INQUIRY: A HOUSE BOUGHT BY HIM FOR £15,100.

Mr. J. H. Thomas, Secretary of State for the Colonies, gave evidence on May 14 before the Tribunal of Inquiry into the alleged unauthorised disclosure of Budget secrets. Among the questions which he answered were some that concerned Milbury House, Ferring-on-Sea, which Mr. Thomas bought this year for £15,100. He said that he and his wife had long been anxious to acquire a house in that neighbourhood. The Tribunal aroused so much public interest that during the week-end of May 16 large crowds came to look at the house.



PRINCE STARHEMBERG (SALUTING) WITH SIGNOR MUSSOLINI (LEFT) IN ROME: A GROUP INCLUDING THE DUCE'S AIRMEN SONS, VITTORIO AND BRUNO (RIGHT).

A Schuschnigg dictatorship quietly succeeded the Schuschnigg-Starhemberg dictatorship in Austria on May 14. Prince Starhemberg, the Heimwehr leader, retired from the Government, and was succeeded as Vice-Chancellor by another Heimwehr man, Herr Baar-Baarenfels. Herr von



THE VICTOR IN THE AUSTRIAN CRISIS: HERR VON SCHUSCHNIGG (RIGHT) SPEAKING IN VIENNA; WITH HERR BAAR-BAARENFELS, THE NEW VICE-CHANCELLOR (IN UNIFORM, LEFT).

Schuschnigg remained Chancellor and War Minister, becoming also Minister for Foreign Affairs. In addition, he took over from Prince Starhemberg the leadership of the Fatherland Front. The Heimwehr is to be disbanded. The immediate occasion of the crisis was the effusive telegram of congratulation sent by Prince Starhemberg to Signor Mussolini on May 12, expressing delight at "the victory of the Fascist spirit over democratic insincerity and hypocrisy." Prince Starhemberg paid a visit to Rome on May 15 and attended the football match between Austria and Italy on May 17. (Our left-hand photograph was taken on this occasion.) The Duce's aviator sons, newly laden with honours, were present, half an hour after arriving in Rome from East Africa.



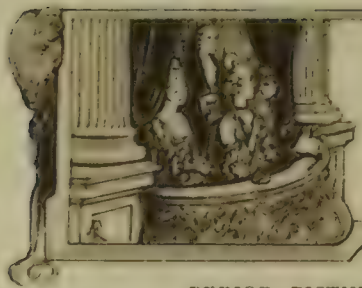
A RUSSIAN CARGO BOAT RUNS ASHORE AT SEAFORD IN A THICK FOG: THE "USSURI," WITH HER BOWS HARD UP AGAINST THE PROMENADE, PROVIDING AN ATTRACTION FOR HOLIDAY-MAKERS.

The 2500-ton Russian cargo boat "Ussuri" spent the whole of May 17 with her bows hard up against the promenade at Seaford, Sussex, having run ashore in the early morning in a thick fog. She was refloated in the evening and was taken in tow by tugs. The crew of thirty Russians, including a woman wireless operator and a woman cook, remained on board throughout, and appeared to be quite unconcerned. The "Ussuri" was bound from Algiers to Rotterdam and was carrying only water ballast.



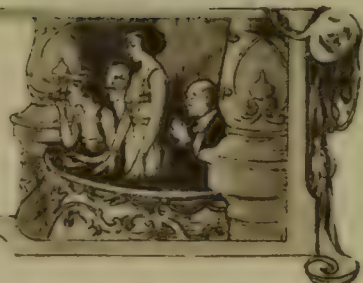
A BRILLIANT NEW "ISOLDE" AT COVENT GARDEN: MME. KIRSTEN FLAGSTAD, THE NORWEGIAN SOPRANO, WHO RECEIVED A GREAT OVATION.

One of the most enthusiastically received debuts that Covent Garden has ever known was made by Mme. Kirsten Flagstad, the Norwegian soprano, in Wagner's "Tristan und Isolde" on May 18. Mme. Flagstad, whose beautiful voice is well known in New York and on the Continent, was making her first appearance in this country. Herr Lauritz Melchior again played Tristan.



The World of the Theatre.

By IVOR BROWN.



PERIOD PICTURES.

LOOKING back over the new plays of the spring, I remember many ladies in high-waisted dresses and many gentlemen in white buckskin breeches and top-boots that flaunt a tassel. It has been a Regency procession. First there was "Pride and Prejudice," then "The Happy Hypocrite"; now "Bitter Harvest," Miss Catharine Turney's play about Byron's tortured heart; not to mention "Bright Star," a piece about Keats which did not get beyond a private production. Accident has much to do with these sudden rushes of "period" vogue. A year or two ago it was Tudor, Tudor all the way. Playwrights and filmwrights all booked for Hampton Court, and cried: "Harry for England!" Now not Amurath an Amurath succeeds, but "Prinny" Harry. Both Henry VIII. and George IV. had a touch of the ogre; to this extent the succession of Regency to Tudor fashions is not unnatural.

Poor William IV. appears never to have enjoyed the distinction of creating or possessing a period. He was submerged between the rival waves of Regency and Early Victorian. Accordingly, we have no special time-label for Mr. Pickwick, the centenary of whose Papers we have just celebrated with some theatrical honours, but not with the production of another Pickwick play. I am glad there was no Pickwick play, because I never greatly enjoy Dickens on the stage; his creative power was so tremendous, his characters leap out of book-covers with such gorgeous animation, that when an actor, however capable, dresses up and pretends to be one of Dickens's people I don't believe it. Shakespeare, of course, had also enormous creative power; but he wrote for the stage, and he left a lot for the actor to fill in. Dickens, because he described his folk in detail and followed their adventures over 1000 pages or so, has made and moulded them for all time. There is nothing left for the actor to do — except fail to be as large as the characters which Dickens so lavishly painted. The almost omniscient Mr. Charles Laughton, for example, who has just been impressing Paris by performing Molière in French at the Comédie Française, very rarely fails; but Dickens, I think, beat him. His Mr. Pickwick, seen at the Haymarket some years ago, was scarcely adequate; at least, so many felt. At any rate, it was not one of his many triumphs.

So, although Dickens offers any amount of pictorial scope to the designer and producer, he usually defeats the actor and the dramatist. Miss Austen's gentle chamber-music can be transferred to the theatre. This surprised me. I feared for "Pride and Prejudice." But it came out very pleasantly at the St. James's Theatre, where we were reminded of that placid but rather floridly decorated England which uneventfully played cards, went to church, danced, courted, talked scandal, and maintained its property while the map of Europe was being rolled up and cut up and trampled on by generals and statesmen and rampaging armies. In "Bitter Harvest" you get another aspect of that same period. The play covers the period 1813-16, the period of the Hundred Days and of Waterloo. We are no longer in the Home Counties which were so full of home-life to Miss Austen, but in the capital where society was alternately adoring Byron and abusing him. There is much that is similar in Byron's London and our own, except that "European crises" were to him only as the buzzing of flies, and wars were like football matches played by professional teams, and played, fortunately, "away."

Mr. Eric Portman's picture of the agonised Byron, unsuitably and unhappily married to the difficult "Belle," and finding and losing

his soul-mate in his half-sister, Augusta Leigh, is a study in psychology which you may call modern if you like, but is really eternal. "Odi et

amo." He was no Regency rake, callous, vinous, lecherous, though he could behave badly enough. With his inheritance of madness and the agonised sense of inferiority caused by his lameness, Byron could act satanically, as Belle learned to her cost. But he was not a Lord George Hell; he certainly did not spring from that fantastic Regency which Mr. Beerbohm has imagined, but from an even stranger combination of Harrow and Aberdeen and of whatever pasture genius feeds upon — an amazing mixture. The Regency flourish, the Regency tassels are there. But you cannot pin Byron to a period. He bestrides them all. So, in their own smaller way, do Miss Austen's characters. But age and the setting do matter to them. You could not transmit them straight into our own time. Byron you could.

One of the reasons why musical comedy is popular is that it allows the pleasures of period to be mixed with the smartness of contemporary life. Watch Miss Binnie Hale and Mr. Jack Whiting in the grandiose, spectacular Drury Lane show, "Rise and Shine." Before our eyes they soar in aeroplanes. They are 1936 and All That. But in their aeroplanes they go to and from a place called Moronia, and in Moronia people are not at all like 1936. They are far more like 1816. The gentry wear, as the heroes of musical comedy

always should wear, frogged jackets of radiant colouring, and marvellous breeches and boots adorned with spurs, all ebony and silver. The peasants are ablaze with the uniform of rustic revelry. If anybody should dare to approach such a country dressed like a very respectable banker in a black suit under a bowler hat, you know he must be a comedian. For here all the serious people are in the motley, and only a droll can afford to look dull.

In that grand old piece "The Arcadians" there was a song which told us that Arcady is ever young. Well, Moronia, the perfect kingdom of musical comedy, is ever old. The librettists who insist on Ruritania as the scene are perfectly right. For Ruritania is not of this moment or of this year, but belongs to a glamorous yesterday.

The Ruritanian heroes, like the Regency rakes, have gold lace about them, and buckskin breeches and glittering boots. What they sing must, of course, be of the here and now. They are on more than nodding terms with syncopation. But the funny men, like the fine-feathered ones, cross the ages. I have a suspicion that Grimaldi was making the same kind of jokes at old Sadler's Wells as Mr. Syd Walker so emphatically "puts across" at new Drury Lane.

The Regency was a rich and curious period, half-way between the periwig and the surtout, suspended, one might say, between Cinderella's Prince Charming and Queen Victoria's Prince Albert. The smart society of England can never have been more gross; yet the literary society of London can never have been more smart of tongue.

Anybody who writes a good play about Byron has some of the work done for him, because Byron's epigrams are there to bejewel the text. If I were given the choice of revisiting London at any given period, with the right of entry to such places and conversation as I chose, I should put 1600 first (with nights at the Mermaid and afternoons at the Globe Theatre), and that year of the Regency second which would most easily combine a meeting with Byron, Shelley, Keats, Lamb, Hunt, and possibly Wordsworth up from the Lakes.



"LES BALLETS DE MONTE CARLO," AT THE ALHAMBRA: A SCENE FROM THE CHARMING NEW CHINESE BALLET, "L'ÉPREUVE D'AMOUR"; SHOWING THE CHINESE LADY (NEMTSCHINOVA) SHRINKING FROM THE DRAGON DISGUISE. HER LOVER (EGLEVSKY) HAS ASSUMED TO FRIGHTEN AWAY A WEALTHY SUITOR.—[Photographs by Console.]



"L'ÉPREUVE D'AMOUR," AT THE ALHAMBRA: THE LOVERS INDULGE THEIR AFFECTIONS AFTER THE SUCCESSFUL USE OF THE DRAGON DISGUISE, WHICH IS SEEN AT THE BACK.

The season of Russian Ballet at the Alhambra opened on May 15, when "Les Sylphides" and "Petrouchka" were given, as well as "L'Épreuve d'Amour," a ballet which had not been seen in London before. In this the lover of a Chinese mandarin's daughter (Nemtschinova) is driven to desperate expedients to get rid of a wealthy suitor (Oboukhov) who tries to influence her father in his choice of a son-in-law by rich gifts. Accordingly the lover disguises himself as a dragon and successfully frightens away the rich suitor. Moreover, the latter is discovered to have been only a fraud and his gifts impostures. The choreography of this charming ballet is the work of Michel Fokine.



DECORATION IN THE "QUEEN MARY" BY A FAMOUS ARTIST: A PAINTING OF CIRCUS LIFE BY DAME LAURA KNIGHT, D.B.E., R.A., IN A PRIVATE DINING ROOM OF THE RESTAURANT ON "C" DECK.



"THE STATELIEST SHIP IN BEING": THE "QUEEN MARY" AT SEA.

That great and famous ship the "Queen Mary," the largest and most magnificent British liner that has ever been built, is soon to make her maiden voyage across the Atlantic. She is due to leave Southampton on Derby Day, May 27, for New York, where a special dock has been built for her accommodation. She is

1018 ft. long, with a gross tonnage of 80,773, and can carry 2740 passengers, with a crew of 1100. When Queen Mary named and launched her, in September 1934, the late King George, who was present, described the liner as "the stateliest ship in being." King Edward VIII, when he visited the "Queen Mary" in

March, said: "She is a marvellous vessel—a ship built for utility." Recently it was announced that she was not to have an additional captain, as previously arranged, but that Sir Edgar Britten, Commodore of the Cunard White Star fleet, would be in sole charge. This decision was ascribed to the surprising ease and

smoothness with which the huge vessel can be handled, as shown by her entry into Southampton Docks and her highly successful trials. Special arrangements have been made for broadcasting descriptions of scenes on board during the Atlantic voyage.—(After a Photograph by Stewart Bale, Liverpool.)



ONE OF THE DELIGHTFUL MURAL DECORATIONS IN THE "QUEEN MARY": A PAINTING OF STILL LIFE BY H. DAVIS RICHTER, R.I., R.O.I., FOR A PRIVATE DINING ROOM IN THE RESTAURANT ON "C" DECK.

Many well-known artists have taken part in the decoration of the "Queen Mary." Among others, of whose work examples were given in our issue of February 29, were Philip Connard, R.A., Doris and Anna Zinkeisen, Margot Gilbert, Charles Pears, H. Davis Richter, R.I., R.O.I., and Kenneth Shoesmith, R.I.

REMINISCENT OF A SUMMER DAY IN KENSINGTON GARDENS: A CHARMING MURAL PAINTING BY VANESSA BELL IN A PRIVATE DINING ROOM OF THE RESTAURANT ON "C" DECK IN THE "QUEEN MARY."

In the mural decoration of the "Queen Mary" British art and British subjects are mainly represented. Thus, besides the painters mentioned above, Mr. Algernon Newton, A.R.A., has "Evening on the Avon" and Mr. Bertram Nicholls "A Sussex Landscape."



AN ECHO OF GERMANY'S GREAT SURRENDER OF HER FLEET AND ITS SEQUEL AT SCAPA FLOW.



THE RECENT SALVAGE OF THE GERMAN BATTLESHIP "KAISERIN," ONE OF THE FLEET SCUTTLED BY ITS OWN CREWS AT SCAPA FLOW AFTER THE SURRENDER: A STRIKING VIEW OF THE BOW BREAKING THE SURFACE; SHOWING THE AIRLOCKS USED TO RAISE THE SUNKEN SHIP.

The work of salvaging ships of the German Fleet, which was surrendered after the Armistice in 1918 and was subsequently scuttled at Scapa Flow by its own crews, is still being continued. Our readers will remember that we have from time to time illustrated the work of raising to the surface a number of these ships. The most recent example appeared in our issue of May 9, where we gave an air photograph of the "König Albert" being towed by tugs, keel upwards,

after having been salvaged by Metal Industries, Ltd., on her way to Rosyth, where the salvaged ships are taken to be broken up. The same firm has since succeeded in raising the battleship "Kaiserin," by means of eight huge airlocks, like cylindrical tubes, attached to the hull. The work on the "Kaiserin" began last autumn, and has been the means of providing employment for a large number of men both at Scapa Flow and at Rosyth.

RECORD ON RECORD: AMY MOLLISON REPEATS A TRIUMPH IN THE REVERSE DIRECTION.



ON ARRIVAL AT CROYDON AFTER MAKING A NEW RECORD BY HER SOLO HOMEWARD FLIGHT FROM CAPE TOWN: MRS. MOLLISON (WITH HER HUSBAND, J. A. MOLLISON) BESIDE HER AEROPLANE FACING A BATTERY OF CAMERAS.

As mentioned under a portrait in our last issue, noting her record flight (3 days, 6 hours, 26 minutes) from Gravesend to the Cape, Mrs. J. A. Mollison (formerly Miss Amy Johnson) left Cape Town for home on May 10. She landed at Croydon, amid great enthusiasm, on May 15, having made a fresh record of 4 days, 16 hours, 17 minutes, a time less by 1 day, 14 hours, 40 minutes, than that of Flight-Lieut. T. Rose in March. Staying only three days at Cape Town,

Mrs. Mollison completed the double trip within 11 days. But for bad weather in Austria, which necessitated remaining a night at Graz, she might have reached Croydon ten hours earlier. Her machine was a Percival Gull cabin aeroplane with a 200-h.p. Gipsy Six engine. It is interesting to recall that the first England to the Cape flight, made in 1920 by Colonel van Ryneveld and Flight-Lieut. Brand, took 43 days. In 1930 this record was reduced to 9 days.

THE ITALIANS IN THEIR NEW "CAPITAL": AN IRON HAND IN ADDIS ABABA.



ITALY IN OCCUPATION OF ADDIS ABABA: A SOLDIER ON GUARD IN A STREET; WITH TWO CORPSES IN THE FOREGROUND—A LEGACY OF THE UPROAR AND RIOTING WHICH INTERVENED BETWEEN THE EMPEROR'S DEPARTURE AND THE ITALIANS' ARRIVAL.



THE SCHOOL OF THE FRENCH MISSION IN FLAMES WHEN THE ITALIANS ENTERED: ONE OF THE MANY BUILDINGS DESTROYED BY FIRE IN ADDIS ABABA.



ITALIAN TROOPS (RIGHT) PASSING ALONG DEVASTATED MAKONNEN STREET: A CITY IN RUINS AFTER IT HAD BEEN GIVEN TO AN INFURIATED MOB TO PILLAGE AND BURN, WHEN THE EMPEROR'S DEPARTURE LEFT IT WITHOUT AUTHORITY.



MOUNTED ITALIANS PATROLLING ADDIS ABABA: OUTSIDE THE POST OFFICE WHICH WAS DESTROYED BY FIRE—A CONTRAST WITH THE PHOTOGRAPH OF IT IN OUR ISSUE OF MAY 9.



THE SACKED COMMERCIAL QUARTER OF ADDIS ABABA: THE BODY OF A MERCHANT LYING BESIDE HIS STALL—ONE OF THE MANY WHO 'LOST THEIR LIVES IN THE RIOTS, WHEN CHAOS RULED AND NUMBERS OF PRIVATE FEUDS WERE SETTLED.



AN ITALIAN PROCLAMATION ADDRESSED TO ALL THE PEOPLE OF SHOA: A DISCIPLINARY WARNING FROM MARSHAL BADOGLIO, ISSUED BEFORE HIS APPOINTMENT AS VICEROY OF "ITALIAN ETHIOPIA."

The Italians were quick to re-establish order in Addis Ababa after their entry into the city on May 5. The rioting and burning which followed the Emperor's departure and made the capital a city of terror for several days came to an immediate end. It was officially stated that the policy of the new Viceroy, Marshal Badoglio, was one of the maximum generosity towards the peaceful and loyal population and the maximum severity towards the unruly. That there was

still, in Italian eyes at least, a good deal of unruliness was proved by messages which reached this country on May 17. They said that over fifteen hundred people had been arrested in Addis Ababa since the Italian occupation began. Most of them were accused of looting; others were charged with the retention of their arms, which was made a capital offence. According to "The Times" report, the accused were being summarily tried and those condemned to death had been shot.

THE WAR IN ABYSSINIA AND ITS AFTERMATH: THE EXILED EMPEROR; AND OTHER DEVELOPMENTS.



THE ABYSSINIAN ROYAL FAMILY IN EXILE IN JERUSALEM: (LEFT) IN THE GARDEN OF THE KING DAVID HOTEL; SHOWING THE DUKE OF HARRAR LEANING OVER THE POND, AND (IN LEFT BACKGROUND) THE CROWN PRINCE WALKING ALONG THE GARDEN PATH WITH RAS KASSA AND RAS DESTA; AND (RIGHT) THE EMPEROR WITH HIS PET DOG.



BELIEVED TO BE THE EMPEROR'S FUTURE HOME: THE VILLA "PRÉ FLEURI," NEAR VEVEY, ON THE LAKE OF GENEVA—BOUGHT BY THE EMPEROR THIRTEEN YEARS AGO.



THE AMERICAN LEGATION AT ADDIS ABABA; SHOWING MR. CORNELIUS VAN H. ENGERT, THE AMERICAN MINISTER; THE SCENE OF A HEROIC STRUGGLE AGAINST BANDS OF MARAUDERS, AND OF A DRAMATIC RESCUE BY BRITISH TROOPS.



THE ITALIAN SUCCESS WHICH HERALDED THE END OF THE WAR: MARSHAL BADOGLIO ENTERING DESSIE AT THE HEAD OF HIS TROOPS—THE CAPTURE OF A TOWN WHICH HAD BEEN THE ABYSSINIAN MILITARY HEADQUARTERS.



THE NEW "RE-EMPEROR" ACKNOWLEDGING THE CHEERS OF THE PEOPLE FROM THE BALCONY OF THE QUIRINAL PALACE: KING VICTOR EMMANUEL, WHO ASSUMED THE IMPERIAL TITLE ON MAY 9.

The exiled Emperor of Abyssinia remains temporarily at Jerusalem with his family, while speculation is rife as to his future plans. A plausible suggestion is that he intends to settle in Switzerland. Thirteen years ago he bought for his daughter a villa called Pré Fleuri, near Vevey, on the Lake of Geneva. The house has recently been for sale, but now has been withdrawn from the market and is being put in order. The Abyssinian delegate to the League of Nations, Mr. Wolde Mariam, visited it a few days ago.—The staff of the American

Legation at Addis Ababa underwent an extraordinary ordeal during the riots that followed the Emperor's departure. Besieged all day by bands of armed looters on May 4, the Legation personnel, headed by the Minister, Mr. C. Van H. Engert, put up a heroic defence. They tried to get into touch with the British Legation, four miles away; and eventually succeeded in doing so by wireless via Washington and London. Sikh reinforcements were then sent by Sir Sidney Barton, the British Minister, and the Americans were rescued.

A WINDOW ON THE WORLD: RECENT HAPPENINGS IN PICTURES.



THE ROYAL HORSE GUARDS MARCHING PAST THE KING IN HYDE PARK: HIS MAJESTY'S FIRST INSPECTION OF A MOUNTED REGIMENT; THE FIRST CEREMONY OF THIS TYPE TO BE HELD IN PUBLIC SINCE HIS ACCESSION.

The King, Colonel-in-Chief of the Royal Horse Guards, inspected the Regiment in Hyde Park on May 15. His Majesty had already held inspections of Foot Guards, but this was his first inspection of a mounted regiment since his accession and the first of such ceremonies he had held in public. The inspection attracted a large number of spectators; and former officers of the Regiment, and members of the Comrades' Association and their families, were in an enclosure in front of the barracks.

The King wore the undress uniform of the Blues and was mounted on a black charger. On his arrival he was received by Lieut.-Col. Lord Forester, Acting Gold-Stick-in-Waiting. The three squadrons of the regiment were mounted almost entirely on black horses, except for some greys in the band. Lieutenant-Colonel F. B. de Klée was in command. The regiment first marched past at the walk, and then at the trot.



ITALIAN DESERTERS INTERNED IN KENYA: SOME OF THE BLACK TROOPS IN THE CAMP AT ISIOLO, FROM WHICH A NUMBER OF ESCAPES WERE MADE RECENTLY.

A number of Italian native troops were interned in Kenya during the Italo-Abyssinian war. A correspondent informs us that they were Eritreans who had been brought south on the understanding that they would be fighting the British. When they found they were fighting the Abyssinians, however, 4000 of them deserted, and about four hundred crossed the border. Recently, according to an official statement, thirty-one of the prisoners escaped from the internment camp, at Isiolo (about forty miles north of Mount Kenya), and a number were shot by the guards who were endeavouring to round them up, others being drowned in the Uaso-Nyiro River.



AFTER 'ROBING IN A HAIRDRESSER'S': THE NEW BISHOP OF SALISBURY LEAVING THE SHOP—THE TRADITIONAL SITE OF THIS CEREMONY.

Dr. Neville Lovett was enthroned as Bishop of Salisbury on May 16 and conformed to ancient custom in donning his robes on the same site as the first Bishop of New Sarum, who laid the foundation of the Cathedral in 1220. The site is now occupied by a women's hairdressing establishment. Bishop Lovett walked through the shop on his way to and from the proprietors' dining-room, where he donned his robes.



THE FUNERAL OF LORD ALLENBY: THE ASHES OF THE CONQUEROR OF PALESTINE BEING BORNE INTO WESTMINSTER ABBEY BY A MILITARY PARTY ON MAY 18.

The funeral of Lord Allenby took place in Westminster Abbey on May 19. The pall-bearers included such distinguished representatives of the Services as Sir Ernie Chatfield, Lord Milne, Sir Archibald Montgomery-Massingberd, Sir John Salmond, and Lord Cavan. The King was represented by Sir Philip Chetwode; and the French Government by General Hure, a member of the Supreme War



THE FUNERAL OF LORD ALLENBY: THE LAST RESTING-PLACE OF THE GREAT SOLDIER IN THE WARRIORS' CHAPEL, WESTMINSTER ABBEY; WITH HIS DECORATIONS.

Council. The body of Lord Allenby was cremated at Golder's Green on the previous day in the presence of a few close relatives, including Lady Allenby. The ashes were placed in a casket and were taken to Westminster Abbey during the afternoon of May 18. On May 19 they were laid to rest in the Warriors' Chapel, which contains the memorial tablet to the million dead of the Empire.



CHIEF OF THE ARMED FORCES OF THE EMPIRE: H.M. THE KING AS COLONEL-IN-CHIEF OF THE SEAFORTHES.

Shortly after his accession to the Throne, King Edward assumed the ranks of Admiral of the Fleet and Field-Marshal. He also established a precedent by assuming the rank of Marshal of the R.A.F. King George was Chief of the R.A.F. In February King Edward assumed the Colonelcy-in-Chief of the Guards regiments. In addition, he is Colonel-in-Chief of a number of other

regiments, including the Life Guards, the Royal Artillery, and the Duke of Cornwall's Light Infantry. In March of this year he assumed the Colonelcy-in-Chief of the Royal Marines. It was recently announced that his Majesty had consented to receive his Field-Marshal's baton from the Duke of Connaught and the other Field-Marshals of the British Army on May 26.

PHOTOGRAPH BY BERTRAM PARK.



THE WORLD OF SCIENCE.



THE GANNET TRIBE: BIRDS WITHOUT NOSTRILS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

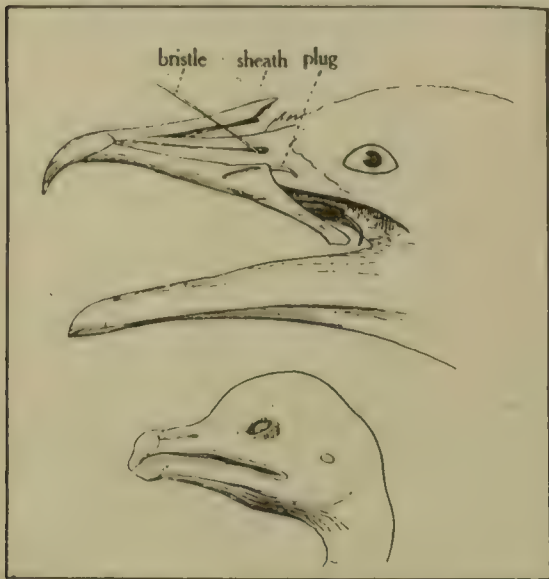
ONE of my readers, interested in the wonderful pictures of part of a great horde of gannets which appeared in these pages on March 28, in connection with the "gannet-census" recently taken, has written to ask me



THE NORTHERN GANNET: A BIRD IN ITS ADULT PLUMAGE; ENTIRELY WHITE EXCEPT FOR THE OUTER QUILL-FEATHERS (WITH A STRAW-COLOURED TINGE ON THE HEAD IN THE BREEDING SEASON), CONTRASTING STRONGLY WITH THE PREDOMINANTLY BLACK PLUMAGE OF IMMATURE BIRDS.

how it is that only some birds, like gannets, cormorants, pelicans, and penguins, chose to nest in colonies, often of great size, while most birds seek isolation for this purpose? These strongly contrasted habits are dependent on the food-supply. Wherever this is near at hand, and practically inexhaustible, birds will form colonies, often numbering tens of thousands. On the other hand, birds of prey, or ravens, will annex a large "territory" and hold it against all comers. Warblers, and a host of other small birds, will do as much, for their food-supply is relatively limited.

But all fish-eating birds do not breed in colonies. The divers and grebes show this. We may assume that this



THE HEAD OF AN ADULT CORMORANT (ABOVE), IN WHICH THE BEAK-SHEATH HAS BEEN FORCED AWAY FROM THE BONY SKELETON, A BRISTLE THRUST THROUGH THE VESTIGE OF THE NASAL PASSAGE, AND THE HORNY PLUG WHICH ORDINARILY CLOSES THIS WITHDRAWN; AND THE HEAD OF A VERY YOUNG NESTLING IN WHICH A MINUTE PASSAGE FROM THE OUTER NOSTRIL TO THE BACK OF THE MOUTH PERSISTS.

It is a peculiarity of the Steganopodes, the family to which gannets and cormorants belong, that they have no nostrils in the adult state. They are all under the necessity of breathing through their mouths. A short plug closes the small hole remaining in the bony framework of the beak.

is because the kind of fish they eat is not to be had in sufficient quantity to support a large population. There is justification for this assumption, since we know that the short-eared owl, during years when voles become a plague, will colonise. In normal times you will have to travel far to find two nests. On these matters affecting fertility and numbers, however, I want to say something more when my notes on this theme are more complete. For the moment let me give a condensed survey of the gannet tribe as a whole—for it contains some very diverse types—taking our gannet, because it is the best known of the tribe, as the type.

To begin with, gannets, cormorants and darters, pelicans, tropic-birds, and frigate-birds all agree in the singular form of the foot, wherein all four toes are united by a common web. But when we come to survey this group as a whole, it proves to be one of quite peculiar interest, since the unity they display in the form of the feet is by no means reflected in the form of the body, which shows, in a very striking way, the moulding effects consequent on the methods severally adopted in the pursuit of food.

The cormorants and darters alone are submarine hunters, pursuing their prey, fish or crustaceans, under water,

This group—as I have said—known by ornithologists as the *Steganopodes*, all display the peculiarity of having all the toes united by a common web. In all other birds, the inner or "hind" toe, when present, is free. But the *Steganopodes* share another and even more strange character: they have no external nostrils! Breathing must always take place through the mouth. I discovered this fact many years ago, when I had occasion to make a close examination of the beak-sheath of a cormorant. I found a groove and a shallow pit, and being unable by means of a probe to find an aperture in this pit, I forced apart the top and side-plate of the beak. As the latter was drawn outwards, there followed a short plug, which had been pulled out from a small hole in the bony framework of the beak. A probe passed into this emerged, as usual,

into the back of the mouth, as shown in the adjoining illustration. On examining embryos and very young nestlings, I found the passage still open, but so small as to allow the passage of no more than a stiff bristle!

This is really a very puzzling fact. It cannot be ascribed to the diving habits of these birds, for the frigate-birds and tropic-birds do not dive. Furthermore, the grebes and divers, the diving-ducks, coots, and water-hens, all dive for their food, and have open nostrils. The only approach to this condition is to be found in the penguins, where the nasal passage is almost, but not quite, closed. No other birds, and no mammals, are in like case, and an explanation has yet to be found.

Finally, our gannet presents some extremely interesting aspects in regard to its coloration. For the nestling is covered in long, pure white down. Its first plumage of feathers, succeeding the down, is black, spotted with white. In successive moults, white feathers appear on the head and neck and breast, till finally, in about two and a half years, the adult plumage of pure white, but with black primary quills, is attained. In the breeding season, the head becomes tinged with straw colour. This interpolation of a black dress between the white of the nestling and that of the adult is interesting. Why is so much black pigment formed during the immature stages? And the colour of the eye also changes, from pale grey in the immature bird, to white in the adult. But the coloration of the iris varies much in different types of birds, and at different ages. In the young great-crested grebe it is straw-yellow; in the adult, crimson. So far as is known, this coloration does not affect acuity of sight.

That the colour of the iris should change with age is curious. But the late John Henry Gurney, the famous Norfolk ornithologist, cited a case of a pinioned pochard—one of the diving ducks—which, while held in the hand, changed the colour of its iris from red to yellow. This may have been the result of fear. And it may be that such a change may take place in other



A CAPE GANNET: A SPECIES WHICH SO CLOSELY RESEMBLES THE NORTHERN ONE THAT ONLY AN EXPERT COULD DISTINGUISH THEM APART.

Photograph by D. Seth-Smith.

propelling the body, not with the wings as in the auk tribe, but with the feet. The frigate-birds live largely by plunder, waylaying other fish-eating birds, and chasing them till they disgorge their last meal, which is seized before it touches the water, so incredibly swift are they on the wing. The tropic-birds feed after the fashion of terns. The method of the gannet is an intensification of this. For having espied a school of fish, it mounts up into the air a hundred feet or more, and then, with half-closed wings, plunges down on its victims with such force as to submerge the body and to send up spray to a height of several feet!

Now, each of these types, when we come to examine the structure of the body, displays modifications brought about by these several modes of fishing. And these are especially conspicuous in the case of the frigate-birds, the cormorants and darters, and the gannets. The frigate-birds have a long, hooked beak, extremely long wings and extremely short legs, for they spend most of their energies in flight, and when they come to rest, use the legs only as a support for the body—they never walk. The swallows and martins are in like case, and for the same reasons. But the shoulder-girdle and sternum of this marauder are peculiar. For the girdle is firmly welded to the breast-bone, which is conspicuously short and wide. The wings of the cormorant and darter, being used only for short flights, present no outstanding features, but their legs, from their use as propellers, have a very short thigh-bone, which gives them the appearance of being set further back than in the rest of this tribe, and causes them, when at rest or walking, to assume a semi-upright position.

One of the most remarkable features of the gannet, apart from its long wings, is the presence of a deep layer of air-cells at the base of the neck and over the breast, immediately under the skin. This remarkable air-cushion is a response to the nature of its terrific dives from a great height, for it breaks the force of the impact with the water. Perhaps to the violence of these plunges we must attribute another singular feature of the gannet, and this is the existence of a hinge between the base of the ridge of the beak and the forehead, and a scarcely less marked hinge at the base of the beak near the gape.



AN IMMATURE GANNET: A BIRD IN THE CHARACTERISTIC BLACK AND WHITE DRESS WHICH BECOMES PROGRESSIVELY WHITER WITH EACH MOULT, UNTIL ALMOST NO BLACK IS LEFT, AS CAN BE SEEN IN THE ILLUSTRATION OF THE MATURE GANNET ON THIS PAGE.

birds by the action of the "chromatophores," which contain both red and yellow pigments. Contraction of those containing red would bring the yellow into play. Fishes and frogs both effect colour changes in the skin after this fashion.

Recapture your Youth in **SOUTH AFRICA**



*W*HEN we were young how high excitement used to rise at stories of the Andes—or was it the Rockies?—where lean, tanned men rode up mountain passes on “burros” with many a “carramba” and other manly epithet to spur them on their way.

In the Drakensberg Mountains in South Africa you may recapture your youth and consummate those vicarious thrills. The ascent of the higher peaks of this mighty range is made astride sure-footed Basuto ponies, and when you see from the summit the glories spread out for your wonderment, you will admit that even walking up would not have been too heavy a price to pay.

Amazing scenery and exciting new experiences are the everyday occurrences of a South African tour. Have you ever, for example, been surrounded by wild lions—with perfect safety? Have you ever had to don an oilskin and sou’wester to visit a waterfall? Have you ever walked a mile and a half straight into a mountain? Take a trip to South Africa this year—it is a glorious and comfortable adventure.

Not the least enjoyable part of a South African holiday is the voyage out and back, sailing through the sunny blue waters of the Southern Atlantic on board modern luxury liners. Eight to ten weeks is ample time to set aside for the trip and the total cost need not rise above 30/- to 40/- a day for all ordinary requirements.

Full particulars and descriptive literature may be obtained from the Travel Office of the South African Railways, South Africa House, Trafalgar Square, London, W.C.2, or from Travel Agencies.

Visit
**SOUTH
AFRICA**



FROM SEPTEMBER ONWARDS THE GREAT EMPIRE EXHIBITION AT JOHANNESBURG IS AN ADDITIONAL ATTRACTION. SPECIAL FARES ARE AVAILABLE DURING THE EXHIBITION PERIOD

-S.P.H.

THE "QUEEN MARY" DWARFS BUCKINGHAM PALACE: AMAZING COMPARISONS.

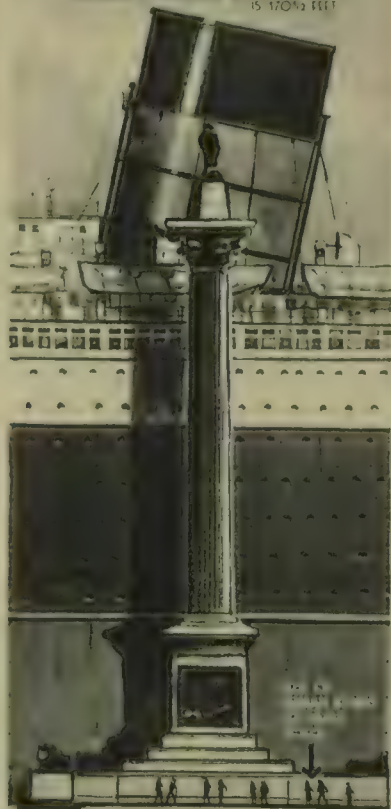
DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



THE "QUEEN MARY" (1,018 FEET LONG) COMPARED WITH THE "GREAT EASTERN" (692 FEET LONG) OF 1858.

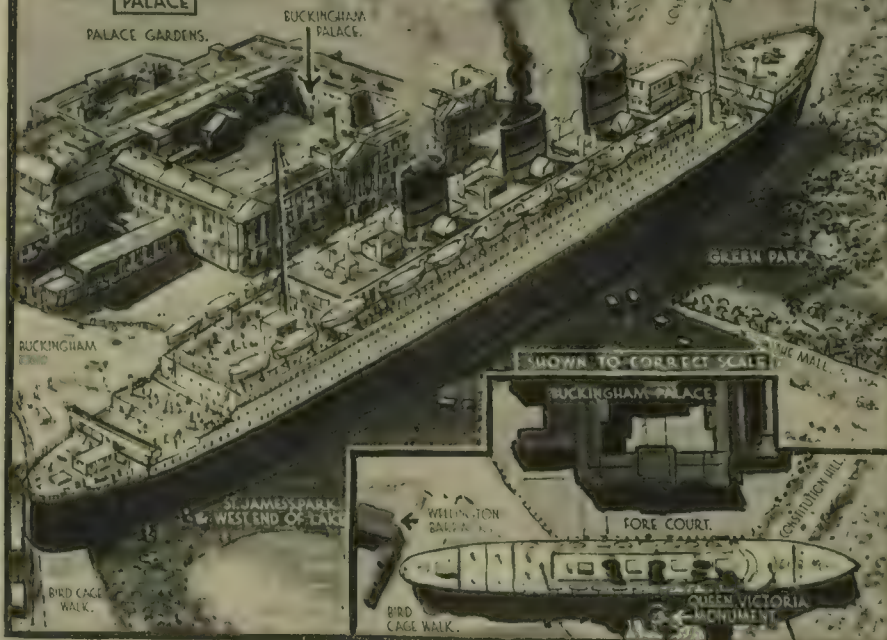
THE HEIGHT OF HER FORE FUNNEL

TO THE TOP OF HER FORE FUNNEL FROM THE KEEL WILL BE ABOUT 200 FEET; THE HEIGHT OF THE NELSON COLUMN, IN TRAFALGAR SQUARE, LONDON IS 170 FEET.



THE ship known to history as the "Great Eastern" had at one time another name. "The Illustrated London News" of November 7, 1857, records that the lady who christened the vessel named her the "Leviathan," and that "the change of nomenclature from 'Great Eastern' to 'Leviathan' occasioned, when it became known, a good deal of surprise and not a little disappointment." The ship's length was 680 ft. between perpendiculars, and 692 ft. on the upper deck.

THE "QUEEN MARY" COMPARED WITH THE FRONT OF BUCKINGHAM PALACE



THE HEIGHT OF THE SHIP COMPARED WITH THE WESTMINSTER ("BIG BEN") CLOCK TOWER

HEIGHT 310 FEET.

MAST HEIGHT ABOUT 200 FEET FROM KEEL.

HEIGHT FROM GROUND TO CENTRE OF DIAL 180 FEET (DIAL 23 FEET IN DIAMETER).



SAFETY

ANY ONE OF THE "QUEEN MARY'S" 28 MOTOR LIFEBOATS IS SUFFICIENTLY LARGE TO HAVE RESCUED THE WHOLE OF THE 115 PASSENGERS CARRIED IN THE "BRITANNIA" OF 1840.



FOR COMPARISON WITH THE "QUEEN MARY": A MODEL REPRESENTING THE TYPE OF THE 180-TON "MAYFLOWER," (ABOUT 95 FT. LONG) THE FIRST PASSENGER-SHIP TO NEW ENGLAND, WHICH CARRIED 102 PASSENGERS ON HER HISTORIC VOYAGE IN 1620.

If it were possible to place the "Queen Mary" opposite Buckingham Palace, or the Nelson Column in Trafalgar Square, the gigantic ship would dwarf them. Similarly, if placed beside the "Big Ben" clock-tower at Westminster, the mast-head would be higher than the clock and near the top of the surmounting spire. If placed alongside the river-front of the Houses of Parliament, she would be 118 ft. longer than the buildings. The 22,500-ton "Great Eastern," the wonder of her day, launched in 1858, was 692 ft. long, nearly twice as long as the largest vessel then afloat, the "Persia," but little over two-thirds the length of the

"Queen Mary." After several failures, the "Great Eastern" was launched sideways, and the launching cost £120,000. She laid the original Atlantic cables. Full descriptions and drawings of "the monster ship" appeared in "The Illustrated London News" of June 13 and November 7, 1857. The model illustrated above represents an English 12-gunned merchantman of the size and date of the historic "Mayflower" (180 tons), which was about 95 ft. long and 26 ft. in beam. The model stands in the Pilgrim Society's Hall at Plymouth, Massachusetts, U.S.A., and the photograph is reproduced by courtesy of that Society.

Established in 1715

Bottled in Cognac, France



ON BOARD
CUNARD WHITE STAR
"QUEEN MARY"

Wednesday May 27th 1936
Whenever the occasion has called for
the finest Cognac Brandy, the world's
preference has always been for: —
Martell Three Star and Cordon Bleu.

MARTELL

Cognac Brandy



AS the ingenuity of several generations of art critics has so far failed to produce a satisfactory definition of the word "Gothic," except to remind us that it has nothing to do with the Goths, those who can obtain from

A PAGE FOR COLLECTORS.

GOTHIC AT THE BURLINGTON FINE ARTS CLUB.

By FRANK DAVIS.

(Spanish—early sixteenth century), a purely architectural conception taken over bodily by the craftsman and translated into miniature form. Indeed, if any one thing can be said to mark the essential quality of a period, it is the use of the pinnacle in great buildings as soon as the masons learnt the value of the flying buttress. It is, perhaps, worth pointing out that pinnacles were not stuck on to cathedrals and churches purely for fun (though their makers must have got a deal of enjoyment out of their ornamentation), but actually had an important part to play in the distribution of weight over the structure: they were essential "functional" members of the whole, not delightful excrescences, and it is not surprising that workers in minor arts so often used a design familiar to them from the skyline in their neighbourhood. Numerous engravings—designs for thurifers, etc., by men like Martin Schongauer—illustrate this point very convincingly.

That other attribute of what we can here call the "Gothic" mind is delightfully illustrated in the exhibition by such things as the letters Q and R, engraved by the Master E.S., and a silver-gilt mounted German drinking-horn of the fifteenth century—I refer to the engaging, pungent, good-humoured romanticism which invades the art of the period in the most unlikely places and at the most unlikely moments. Mediæval man, it seems to me, was as haggard as any neurotic introvert of our own day, but got his own back upon the terrors of imagination by the gusto with which he sublimated his fears—hence ten thousand gargoyles and monsters and grinning devils—

all very childish and wholly delightful. I am not competent to attempt an explanation of this phase of mediæval art in terms of psycho-analysis, but venture to suggest that, judging by the few *surrealiste* paintings I have seen, the modern worried young painter who finds himself attracted by the odd theories which apparently inspire

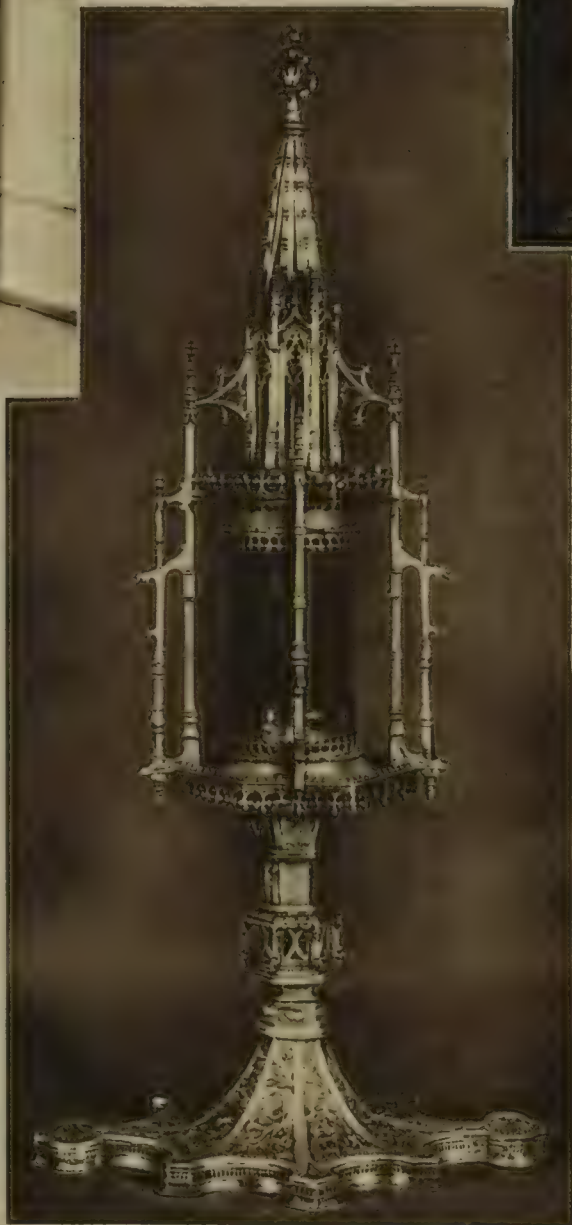


1. OF OUTSTANDING INTEREST AT THE BURLINGTON FINE ARTS CLUB EXHIBITION OF GOTHIC ART IN EUROPE: AN EARLY SIXTEENTH-CENTURY HEAD OF AN ABBOT (PROBABLY JOHN ISLIP) FROM WESTMINSTER ABBEY; STANDING UPON A FRENCH OAK CUPBOARD OF THE LATE FIFTEENTH OR EARLY SIXTEENTH CENTURY.

The head of the abbot, an architectural fragment carved by an English sculptor in the round, probably represents John Islip, who was Abbot of Westminster from 1500 to 1532. It was found re-used in the seventeenth-century masonry of the North Front of Westminster Abbey during Pearson's restoration. The cupboard stands 5 ft. 2½ in. high.

Reproductions by Courtesy of the Burlington Fine Arts Club; and by Permission of the Owners.

a member of the club an invitation to the summer exhibition which has just been opened are advised to lay aside any preconceived ideas they may have and to take the show as they find it—an assembly of objects dating from the three centuries 1200-1500, all of which are of notable, and some of quite singular, beauty. In the latter category must surely be placed the portrait, lent by the Dean and Chapter of Westminster Abbey, which probably represents Abbot John Islip—so sensitive a carving in the round that one is tempted to look upon it as a symbol of the world that was already evolving at the time it was made, rather than as representing in any real sense the art of the pre-Reformation period in England: for while Islip was Abbot of Westminster, Erasmus was working at Cambridge, and Hans Holbein came to London; the new learning had reached this country, and art had taken on a new direction (Fig. 1). By chance, this head stands upon an oak cupboard of about the same date (early sixteenth century) which shows admirably the delicate architectural type of carving common in the fifteenth century on both sides of the Channel in association with the "linen-fold," or "parchemin," panelling we normally label sixteenth—no less than the sculpture, a portent of the new age. More typical, I suggest, of what the word "Gothic" denotes in the minds of most of us is the exceedingly graceful silver-gilt monstrance of Fig. 2



2. A SPANISH SILVER-GILT MONSTRANCE IN THE FORM OF A SPIRE PIERCED IN TRACERY: A MASTERPIECE BEARING THE BARCELONA MARK AND DATING FROM THE EARLY SIXTEENTH CENTURY. (HEIGHT: 17 IN.)



3. A GERMAN PAX OF THE LATE FIFTEENTH CENTURY: AN IVORY CARVING OF THE ADORATION OF THE MAGI IN AN ELABORATE CANOPIED COPPER GILT FRAME, HAVING AT THE BACK A SCROLL HANDLE. (HEIGHT: 8½ IN.)

this form of self-expression might profitably restore himself to something approaching sanity by an intensive study of these admirable fifteenth-century fantasies. Drinking-horns, such as the one in question, are very rare. There are two English examples in existence which are famous: one belongs to Lord Lee, the other to Queen's College, Oxford, and both are fourteenth century. (If I am not mistaken, Lord Lee's piece was seen at the Exhibition of British Art at Burlington House.) In Mr. Victor Rothschild's drinking-horn the two feet are formed by two kneeling wodeuses (or wild men of the woods)—creatures which are sometimes found as terminals of mediæval spoons—while the tip has a mount in the form of a castle defended by three soldiers and surmounted by a figure of Venus.

Among numerous pieces of tapestry and embroidery, there are two large and important tapestries (each impossible of illustration on a small scale)—one lent by Sir William Burrell (date, c. 1440), and the other belonging to Captain Colville, the latter ("The Presentation of Christ in the Temple") surely as magnificent a composition and in as perfect a state as it is possible to find—early sixteenth-century Brussels.

There are some notable ivories, the majority of which are fairly well known; one (Fig. 3) will be new to nearly everybody—German, late fifteenth century, and a masterpiece of its time and people. How far removed this is from the early grandeur of Byzantine tradition, how close to earth and the sentiments of common humanity!—the pose of the Virgin's head, the child's gesture, the puzzled, awe-struck features of the three kings—and then, in playful relief, the two little angels holding up the drapery which forms a background to the main figure.

Of the numerous smaller exhibits, a boxwood rosary made for Henry VIII. and last seen in public in 1890 is probably the one which will attract most attention—Flemish or German, carved with great refinement, with the Royal Arms and HE8 above KA (Katharine of Aragon). There are illuminated MSS. in plenty from the collections of Lord Lee, Mr. Chester Beatty, and others, and finally, a series of rare tiles belonging to the Duke of Rutland.

1772



BY APPOINTMENT

1936

SPINK & SON, LTD.,

ESTABLISHED 1772

A representative selection of the
FINEST WORKS OF ART
from our Galleries
is displayed in the Main Hall of
R. M. S. "QUEEN MARY"

5, 6 and 7, KING STREET,
ST. JAMES'S, LONDON, S.W.1

Tel.: Whitehall 5275 (Private Branch Exchange)

Cables: "Spink, London"

1936

1772

THE WORLD OF MUSIC.

THE "RING" AT COVENT GARDEN.

THE first cycle of Wagner's "Ring" at Covent Garden this season has now been completed under Sir Thomas Beecham. Lauritz Melchior was once again the Siegfried in the last two parts of the Tetralogy, as he had been Siegmund in "Die Walküre." His singing and acting in these two rôles are now so well known as hardly to require describing. In some respects he is particularly well suited to the part of Siegfried, which is an extremely difficult one to fill adequately. To find a tenor with a robust voice and a physique robust enough to forge the sword "Nothung" and split the anvil with it in the first act of "Siegfried" without appearing ludicrous is not easy. And this difficulty is multiplied many times when added to these qualifications is that of looking boyish, innocent, and unsophisticated. To look innocent without looking idiotic is peculiarly difficult for a tenor, it would seem, but Lauritz Melchior fulfils all these requirements admirably, and the only adverse criticism that one can make of his performance is that occasionally his singing lacks the cantabile flow that is desirable at times, even in Wagner.

In "Die Götterdämmerung" Herbert Janssen, as Gunther, gave as smooth and satisfying a

performance as ever, while Frida Leider was the usual superb Brunnhilde, being in particularly fine voice in her great closing scene. As Hagen, Emmanuel List gave an impressively sinister performance, and the Swedish singer Kerstin Thorborg, who had made a notable first appearance at Covent Garden earlier in the "Ring" as Fricka, justified that good impression by a fine, vigorous, and fresh performance as

The eagerly awaited appearance of the Norwegian soprano Kirsten Flagstad, who has come to London with a reputation made in New York, took place at Covent Garden last Monday, when she was the Isolde to Lauritz Melchior's Tristan. I must confess that I was slightly sceptical about her, because reputations made in America are not always verified on this side of the Atlantic, but on this occasion there has not been the slightest exaggeration of her qualities. She has a superb voice of astonishing evenness throughout its range, and her intonation is first-rate, every note being struck plumb in the middle. Her diction is astonishingly clear, every word being distinctly audible, and her mezza-voce singing is unsurpassed by any Wagnerian singer I have ever heard. She sings with splendid rhythm, and is evidently extremely musical. In addition, she has a splendid presence, and makes an Isolde of great personality worthy of the legend.

The performance did not begin very auspiciously, as the orchestral playing in the Prelude was not very reliable, but Mme. Flagstad soon pulled it together. Emmanuel List gave

a fine performance as König Marke, and Herbert Janssen was in his old rôle of Kurwenal. The Brangäne of Sabine Kalter was a rather less vivid presentation of the part than is desirable. Finally, it should be said that Fritz Reiner conducted admirably.

W. J. TURNER.



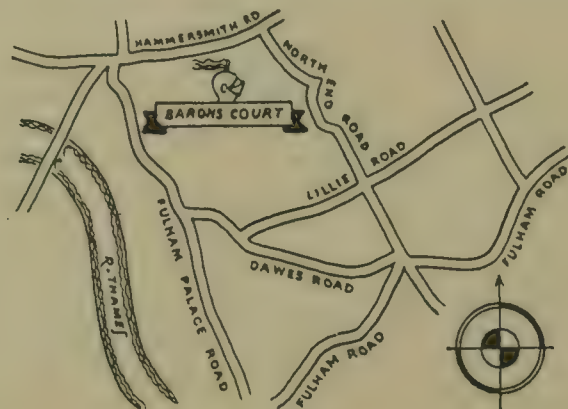
THE NEW £25,000 SWIMMING-BATH IN VICTORIA PARK, EAST LONDON, OPENED BY MR. HERBERT MORRISON: A DISPLAY OF PHYSICAL EXERCISES BY THE WOMEN'S LEAGUE OF HEALTH AND BEAUTY AT THE OPENING CEREMONY.

Mr. Herbert Morrison, leader of the London County Council, inaugurated the new open-air swimming-bath in Victoria Park, E., on May 16. He described it as East London's "Lido"; and said that it was the largest and finest in the County of London. It cost £25,000 to construct. Mr. Morrison also said that the L.C.C. were anxious to increase the number of swimming-baths if they received the co-operation of local authorities.

Waltraute. A new Guttrune, in the person of Maria Nezadal, also made a very favourable impression. The stage management worked smoothly and the orchestral playing was throughout accurate and lively, the horn-playing in "Götterdämmerung" being unusually free from blemishes.



BARON'S COURT
BUT SHELL EMBRACES
THE BEST QUALITIES IN PETROL



YOU CAN BE SURE OF SHELL

This England . . .



NOW IT IS that a passionate urge comes upon us to savour the "green life" once again. An urge that sends us roving on bridle-path and hillside, thankful with the birds that the drear dark days are safely overpast. And when, in that lovely lassitude a day outdoors bestows, our Worthington seems good above all beers, let us remember that it, too, is part of Nature's rhythm. Barley and hops from our own rich earth have made it—an elixir that runs like a golden thread through the homely pattern of our lives.

FINANCE AND INVESTMENT

By HARTLEY WITHERS.

SECURITY THROUGH EQUITIES.

CONTINUING our examination of the difficulties that face those who try to look ahead into the prospects of various kinds of ordinary shares as investments, it may first be convenient to recall the steps hitherto taken in this inquiry. In previous articles it has been shown that in the case of all securities dealt in on the stock markets, the fundamental question that has to be asked by intending purchasers is: How far can we rely on the maintenance and, if possible, increase of the revenue received by the Government, municipality or company that has issued the security?

We found that, with regard to public debts, present political tendencies, both in the international sphere and otherwise, have considerably reduced the confidence with which it used to be assumed that sufficient revenue for the due payment of debt charges would be, in future, submitted to by taxpayers; and further, that even if there were no doubt on this point, the fixed money income given to investors by such securities affords no protection to their holders against any possible rise in the cost of living.

In the case of ordinary stocks and shares it is otherwise, for rising prices of commodities are usually accompanied by increased business activity, tending to produce higher profits and dividends. On the other hand, the industrial and commercial risks to which all business enterprise is subject introduce special difficulties in assessing their future earning power, as was shown in the examples so far treated, of railway companies here and in all other countries, and of banks. Going on to the next class to be considered, one group, that of insurance companies, stands out conspicuous when we look at its past record, both in the matter of earning power and of increase in capital value.

THE INSURANCE RECORD.

No one can write about insurance companies as investments without a reference to the Share Index periodically published by the *Economist*, showing what would have been the happy lot of an investor who put £1000 into each of twenty-four of our leading insurance companies in 1913. This interesting table was last published in the *Economist* of April 18, and is worth studying in detail. Here it need only be said that the average value of each £1000 so invested would have been £3406 in 1929, and after declining to £2840 in 1931, that year of disaster from which our financial and industrial recovery dates, was over £4000 in 1934, reached £4811 in December 1935, and has soared to £4952 at the end of March last, this figure being the highest yet touched. In other words, the fortunate investor whose imaginary experience is set forth by the Index investigation would have seen his capital practically multiplied by five.

It is pretty safe to assert that no other group of securities can be found which can show such a record of capital appreciation. And the reason for it is easy to discover, for it is chiefly due to the extremely cautious policy which has been, from the beginning of their history, followed by the insurance companies in the matter of handsome allocations to reserves. They are the outstanding example of the benefit that is secured for shareholders by boards of directors who, year by year, put back into the business the highest possible proportion of the profits earned. In their case they were doubtless compelled to adopt this policy by the fact that the most important asset

that they can possess is a reputation for impregnable financial strength. After that, of course, come the reputation—so conspicuously enjoyed by the British insurance companies—for promptitude in payment and generous treatment of the assured; but these points in their favour would avail them little if there were not behind them the prestige built on a basis of impressive financial resources.

INSURANCE A NECESSARY SAFEGUARD.

It was stated in an earlier article that one of the questions we have to consider in assessing the probable earning power of any company is the extent to which the commodity or service that it provides is in general demand. In the case of insurance the answer to this question is plain enough; for everybody knows that the world's business could not be carried on on its present scale unless the machinery of insurance

profits of insurers" as a proof of his doctrine. "Moderate," he wrote, "as the premium of insurance commonly is, many people despise the risk too much to care to pay it. Taking the whole kingdom at an average, nineteen houses in twenty, or rather, perhaps, ninety-nine in a hundred, are not insured from fire. Sea risk is more alarming to the greater part of the people, and the proportion of ships insured to those not insured is much greater. Many sail, however, at all seasons, and even in time of war, without any insurance."

THE NEED FOR SKILLED MANAGEMENT.

Great as has been the success of the insurance companies, it has only been achieved by the application of highly skilled management. Another interesting *obiter dictum* in the "Wealth of Nations" ranks insurance with banking, canal-making, and water-supply as trades likely to be successfully conducted by joint-stock companies, because in Adam Smith's opinion these are trades of which all the operations are capable of being reduced to a routine. If he were alive to-day and tried to carry on the underwriting business of one of the great composite companies, dealing with all kinds of commercial risks, by the application of a rule of thumb, he would very soon land his company with some substantial losses. When two or three insurance experts are gathered together and discuss the position of their business, an outsider might gather from their conversation that they were a party of philanthropists, supplying the public with indispensable protection at rates so severely cut by competition that no one could possibly make a living out of them. Fortunately both for insurance shareholders and for the insuring public, the net results shown, year in and year out, have been such as to justify the record of capital appreciation shown above; but these results have only been achieved by the application of highly-trained skill and unceasing care, added to the policy of building up reserves, which has finally enabled many of the companies to pay almost the whole of their dividends out of the interest on their invested funds, putting back into the business by far the greater part of the profits earned. Life insurance, of course, is a comparatively simple matter, chiefly requiring judicious doctors to decide about the probability of survival of the subject of the insurance and actuarial skill to work out the risk. As human life is prolonged by sanitary and other improvements, the chances go steadily in favour of the companies. Even here, however, there is competition to be faced, as testified by our letter-boxes so often supplying us with new insurance devices, and there are the funds of the companies, needing skill and care in their investment.

In these days, this last problem has lately been somewhat prominent in the speeches of insurance company chairmen, owing to the long-sustained advance in the prices of securities, which has made it difficult to maintain the rate of interest earned by the companies, and the expectation that the cheap money policy, which has been the cause of the advance, will be continued by the monetary authorities. This difficulty is one that cannot be altogether ignored by investors in insurance companies; but it is one with which insurance managers should surely be able to deal, by making the necessary adjustments in the price at which they sell a service that is essential to commercial enterprise of all kinds.



THE "HINDENBURG" IN THE UNITED STATES—THREE DAYS OUT FROM EUROPE: THE HUGE DIRIGIBLE, WHICH CARRIED FULLY FIFTY PASSENGERS ACROSS THE ATLANTIC AND BACK AGAIN IN RECORD TIME, MOORED AT LAKEHURST; WITH THE U.S. AIRSHIP "LOS ANGELES" IN THE BACKGROUND.

The new Zeppelin, the "Hindenburg," landed at Lakehurst, New Jersey, on May 9, after an uneventful voyage of nearly 4500 miles from Friedrichshafen in 61 hours and a half. This flight was the fastest for the east to west crossing. The record was previously held by the U.S. "Los Angeles," which took 81 hours. The "Graf Zeppelin" took 95 hours. Thus, in two and a half days, the new airship had flown a pay load of 26,000 lb. of mail, cargo, and 50 passengers from the centre of Europe to the U.S.A. The "Hindenburg" arrived back in Frankfurt on May 14, having taken 48 hours and 17 minutes to fly over the Lakehurst. She carried fifty-three passengers on this occasion. It was pointed out that the "Hindenburg" was not out to beat time records, and had chosen a course of 4170 miles, instead of a possible 3860 miles. The weather had been moderate; the engines had run without any disturbance whatever. Dr. Eckener observed that Croydon could now be reached in 40 hours from New York.

were at hand to protect producers and distributors from the risks of fire, shipwreck, and the many accidents to which goods are liable on their way through the process of manufacture and into the hands of consumers, and thereafter during the period of use or consumption. It is interesting to note, however, that the recognition of this need is a comparatively modern feature in business. The insurance companies, like the banks, have grown up to their present scale of strength to meet the growing demands of increasing commercial activity; and have also, no doubt, by the vigorous canvassing and publicity in which they have continually indulged, helped to bring home to the business public the need for the protection which they provide. But when Adam Smith wrote the "Wealth of Nations" in the last half of the eighteenth century, in discoursing on the common propensity of humanity to back its luck and undervalue the chance of loss, he pointed to the "very moderate



**TWO SERVICES
EVERY WEEKDAY**

**Morning service operated by
Imperial Airways arriving
Switzerland in time for lunch**

**Afternoon service by Swissair
reaching Switzerland by tea time**

IMPERIAL AIRWAYS

Imperial Airways Ltd., Airway Terminus, Victoria Station, SW1; Airways House, Charles Street, SW1.
Telephone: VICTORIA 2211 (Day and Night) or travel agents. Imperial Airways is Booking and General Agent
in Great Britain for Belgian Air Lines, German Airways and Swissair

Stuart

THREE MANAGED, UNIT-TYPE TRUSTS OFFERING
INVESTMENTS, FREE FROM PERSONAL LIABILITY
IN RESPECT OF UNCALLED CAPITAL, IN THE
SHARES OF BRITISH BANKS AND INSURANCE
COMPANIES

TRUST of BANK SHARES

TRUSTEES
EQUITY & LAW LIFE ASSURANCE SOCIETY
BANKERS
BARCLAYS BANK LTD. THE BRITISH LINENBANK

TRUST of BANK & INSURANCE SHARES

TRUSTEES
MIDLAND BANK EXECUTOR & TRUSTEE CO. LTD
BANKERS
MIDLAND BANK LIMITED

TRUST of INSURANCE SHARES

TRUSTEES AND BANKERS
WILLIAMS DEACON'S BANK LIMITED

The shares of Banks and Insurance Companies are eminently suitable for long-term investment when stability of income and safety of capital with good prospects of appreciation are sought. But two characteristics of these shares as a group—their 'heavy' prices and the fact that most of them carry a liability for uncalled capital, had, until the formation of the above Trusts, given these shares the reputation of being a 'rich man's investment.' Through these Trusts, investments in convenient amounts can now be made *free from personal liability for calls*, and the investor is able to spread his investment over a range of Insurance Companies or of Banks, or of the two combined according to the Trust selected. It is estimated that a purchase of Units at current prices and based on cash dividends will produce an initial gross yield of from $3\frac{1}{4}$ per cent. to $3\frac{1}{2}$ per cent. on Insurance Units and from $3\frac{3}{4}$ per cent. to 4 per cent. on Bank-Insurance Units and on Bank Units. Unit certificates in either registered or bearer form may be purchased through any Stockbroker or Bank. Prices of Units, 14th May: Bank 19s., Bank-Insurance 21s. 3d., Insurance 24s.

THESE THREE TRUSTS ARE MANAGED BY
TRUST OF INSURANCE SHARES LIMITED
29 & 30 CORNHILL, LONDON, E.C.3

Manuals containing full information as to these Trusts may
be obtained on application to the Managing Director at
the above address

Telephone Mansion House 5467

NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

BERGEN—THE "QUEEN" OF THE FJORDS.

THE beauty of the approach to Bergen—up a wide fjord, passing many an islet of brown rock, patched with vivid green, shores girt with forest, from amongst which, here and there, the roofs of red and brown-tiled houses rise, and within sight of distant mountains—is more than matched by the beauty of Bergen itself, stretched along a hilly promontory between two fjords and surrounded by mountains, from the heights of which one has a glorious view of the city far below and the broad Byfjord. The reds and yellows of the houses, the gleaming waters of the twin harbours and the two lakes which flank Bergen landwards, and the varying green tints of the rich vegetation of the parks form a fascinating colour scheme which soon holds you in its spell.

Fine buildings—for it is the second largest city in Norway—characterise Bergen, and it has shops of which any place might be proud, good hotel accommodation, a national theatre, an orchestra, cinemas, good facilities for boating, bathing, fishing, and tennis, whilst round about the harbour there are quaint old weather-boarded wooden houses dating from the days when Bergen was one of the ports of the great Hanseatic League, which are said to be the oldest wooden houses in Europe, and one of them has been

preserved as a museum of the Hansa times, wherein one is able to observe most realistically the life led by a Hansa merchant of olden days. At the harbour's head is Bergen's

in the Ole Bull Square; and in the Art Gallery there is an important collection of Norwegian paintings.

Apart from its own attractions as a holiday centre (and it can be reached from Newcastle-on-Tyne, by B. and N. steamer, in twenty-one hours), Bergen has an unrivalled situation for excursions inland, amongst the mountains, and up the beautiful fjords, for which Norway has a world-wide fame. Steamers leave Bergen daily for one or the other of the great fjords; there are excellent travel agencies, where all arrangements can be made for these, or for motor tours, and the Norwegian State Railway line across Norway has its terminus in Bergen, enabling one to pay a visit therefrom to Oslo, Norway's charming capital, and to enjoy, *en route*, the wild mountain scenery of Finse, Haugastøl, and Geilo. There are snowy heights at the first-named resort in midsummer: I can vouch for this; and other summer attractions of these great uplands are herds of



BERGEN, "QUEEN" OF THE FJORDS—FROM THE HEIGHTS OF FLØIEN, WHICH ARE REACHED BY FUNICULAR.

Photograph by E. E. Long.



NORHEIMSUND—NESTLING AMONG TREES, ON WOODED SLOPES, BY THE PLACID WATERS OF THE HARDANGERFJORD.

Photograph by E. E. Long.

fish market, and it is a most interesting sight, I have always found, to watch the fishing fleet come in and unload its finny freight on the quayside. Dating as it does from the year 1070, when it was founded by King Olaf Kyrre, Bergen has many architectural treasures of the past. The fortress known as the Bergenshus was built by Haakon Haakonsøn, in the middle of the thirteenth century; the Rosenkrantz Tower is of the period 1562-67; and the Mariæ Kirke, the oldest church in Bergen, is partly a twelfth-century structure. In the Bergen Museum there are valuable collections of Viking times, and of Norwegian peasant culture; lovers of music will find interest in the statue of Edvard Grieg in the Town Park, and of Ole Bull,

reindeer and vast stretches of moor teeming with delightful berries of various kinds, luscious to the taste, and in places literally splashing the ground with colour—of vivid red and blackish-blue.

A very pleasant excursion, affording a view of some of Norway's most characteristic scenery, is to travel by road from Bergen along the picturesque shore of the Sörfjord, then crossing a wild waste of moor, ravine, and forest, attaining a height of over a thousand feet, dropping down to pretty little Norheimsund, on the lovely Hardangerfjord; thence on, by steamer, to Eide, from there by motor-car once more past Lake Granvin, and the fine waterfalls at Skjervet, along by Lake Vangsvatn to Voss; and then, through scenery fascinatingly beautiful, to Stalheim, the view from which of the great Naerödal Canyon, a thousand feet below, is one of the finest I have seen in any part of the world, and is equal to Switzerland's best. A walk down the dizzy zigzag paths (I have motored down them), past the impressive falls of Stalheimfoss and Sivlefoss; a drive through the mighty Naerödal, where tower mountains 4000 ft. high; to charming little Gudvangen, and thence down an arm of the great Sognefjord, into the fjord itself and back to Bergen, completes a tour long to be remembered.



There are also the other recipes of Gordon's Genuine Cocktails to choose from:—

PICCADILLY, MARTINI
 DRY-MARTINI
 MANHATTAN, BRONX
 PERFECT, FIFTY-FIFTY

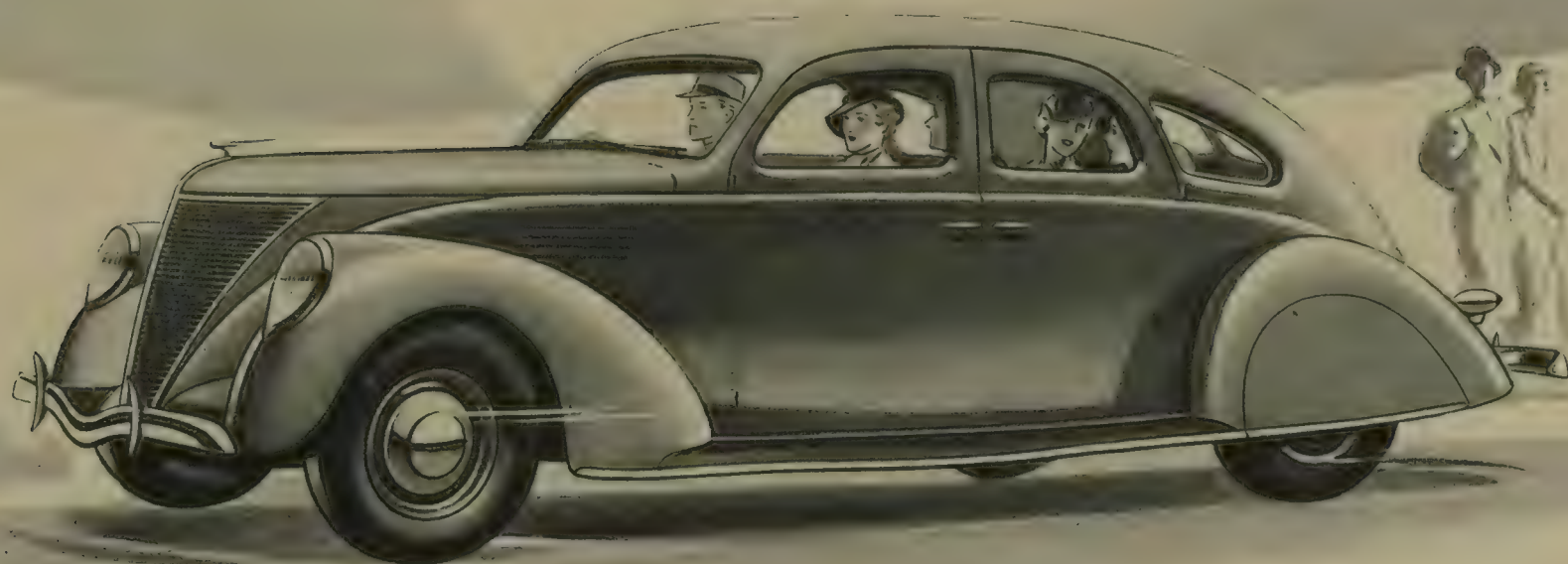
The
**GENUINE GIN
 COCKTAIL**
- made with
**GORDON'S
 GIN . . .**

10/6 (U.K. only)
 per bottle

GENUINE COCKTAILS - NOT CHEAP WINE CONCOCTIONS
 MADE AS COCKTAILS SHOULD BE MADE ACCORDING TO THE CORRECT RECIPES

TANQUERAY GORDON & CO. LTD., GIN DISTILLERS, LONDON

Announcing the LINCOLN ZEPHYR



A Ford-Built V-12 Which Creates Entirely New Quality-Criteria and Value-Standards Among Moderately-Priced but Highest-Grade Motor Cars

Its uncannily-noiseless twelve-cylinder engine, revolutionary all-steel body-construction, luxurious roominess of seating-accommodation, and scientifically aero-dynamic external design, the essence of silent, speedy smoothness, in the eye and through space, strike a refreshing keynote in the realm of super-motoring.

Taxed at only £27.15s. per annum in Great Britain, its engine develops 110 b.h.p.

Travel in the Lincoln-Zephyr constitutes the poetry of motion brought down to actuality.

The body-finish, upholstery, equipment, ventilation and mud-guarding are in keeping with everything else about the super-excellent Lincoln-Zephyr. Until you have tried it, you really do not know how fine a fine car can be.

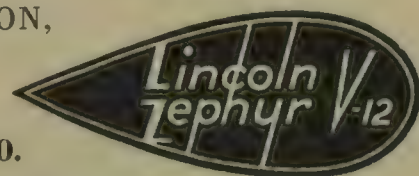
DOUBLE-ENTRANCE SALOON,

As Illustrated, £480.

Alternative Body-Types from £470.

All Prices at Works: Literature on Request:

Distributors Everywhere.



THE CHRONICLE OF THE CAR.

IN spite of the adverse criticism with which the draft regulations against dazzling lights were met when the Minister of Transport issued them for remarks by the motoring associations and the trade, these have now been promulgated in substantive form. They are to become effective, so far as new vehicles are concerned, on Oct. 1 of this year, while by the same date in 1937 they are to apply to all motor-vehicles in use.

I entirely concur in the opinion expressed by the R.A.C. that they are unpractical and impossible to enforce. Dazzle is almost entirely a matter of opinion when judged from the standpoint of danger. All lights can be dangerously dazzling, given a certain set of circumstances, and it seems utterly impossible by regulating candle-power or height of beam above the road surface to ensure that light shall not dazzle. To attempt to alleviate glare by regulation is merely to beat the air. It also threatens to set up another set of technical offences which will achieve nothing except to increase the ill feeling that, unfortunately, seems to be growing up again between police and motorist, throw extra work on the former, and still further irritate a section of the community which is already overburdened by legislation and regulation.

It passes understanding why the Minister of Transport should have found himself compelled to issue these regulations. He has been advised that there is really no way of dealing with the question as it stands. Furthermore, he must know as well as anybody that the motoring interests, trade and private, have done and are still doing all that is possible to find a solution of a problem that is admittedly one requiring amelioration. There are literally hundreds of inventors and research workers in every country in the world seeking for an acceptable

solution, and their investigations have certainly produced results. Now, by practically eliminating every anti-dazzle device but the dipping-beam type, he stultifies and suppresses all the work that is being done.

It appears that these regulations set up the absurd situation that cars must be fitted with a device of a certain type, which is dependent upon the good-will of the driver for its use, without making it compulsory for it to be operated. If, for example,



THE TWELVE-CYLINDER LINCOLN "ZEPHYR": A STRIKING STREAMLINED MODEL IN EPPING FOREST.

The twelve-cylinder Lincoln "Zephyr" four-door saloon costs £480; the two-door saloon, £470.



THE MOTORIST DISCOVERS THE CHARM OF EARLY SUMMER: AN AUSTIN "TEN-FOUR" AMONG THE WORCESTERSHIRE ORCHARDS.

I am stopped by a policeman in whose "opinion" my lights do not conform to the regulations, all I need do is to direct his attention to the fact that my car is equipped with the regulation dipping mechanism! If it is, he has no case. On the other hand, if it only has an anti-dazzle device of the fixed type, some of which are undoubtedly as effective as anything of the kind can be, then I may be hauled before a court and soundly fined!

Apropos this question of lighting, the two inter-departmental committees appointed to consider the question of the safety of children on the roads appear to have reached the conclusion that the time has come when *all* vehicles should carry a rear red light, with particular reference to cycles. I know this is highly controversial ground. For some reason which quite escapes me—I am well aware of the official explanation—the cycling organisations will not listen to the imposition of a law which seems to have every argument in its favour, and have succeeded in scaring

[Continued overleaf.]

BENTLEY

The Silent Sports Car

BENTLEY MOTORS (1931) LTD. 16 CONDUIT ST. LONDON. W.1. TELEPHONE MAYFAIR 4412

BUY A CAR MADE IN THE UNITED KINGDOM



COMPLETE JUBILEE SET IN FINE USED CONDITION

contains 249 Picturesque Stamps from the 62 Crown Colonies and Dominions all Postally used.

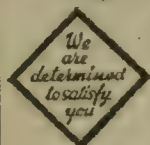
Price £25 Complete
Mint £19 10s. Complete.

JUBILEE ERROR!

GT. BRITAIN 24d. PRUSSIAN BLUE
Printed by error in
Only 360 stamps were printed and issued in this colour to a small Post Office in North London. Will become a great rarity. Only a very limited number available.

MINT £35. USED £40
Block of 4 Mint £175.

We issue a complete Jubilee List of the 249 Jubilee stamps in used condition. PRICED SINGLY, and in SETS, also Varieties. Write for this List if you need any sets or singles to complete your Jubilee collection.



SEE OUR WONDERFUL STAMP DISPLAY

Everything for the Collector

H. & A. WALLACE

94, OLD BROAD ST.,
Corner London Wall, London, E.C.2



By Appointment

Business Took Mr. Cunningham to York

All packed to go. Taxi coming in ten minutes. Suddenly, phone rings, "Would Mr. Cunningham play Golf with Mr. Holt to-morrow at York after the Conference?" "Too late to pack your golf things now, dear" says Mrs. C. "Too late?—Watch me." In less time than it takes to tell, his Revelation was expanded—plus fours, pullover, shoes, etc., slipped on top and the lid closed with ease—as usual—over the lot. "Right away, taxi"—honk honk.

Chorus: A Revelation never lets you down!

REVELATION

EXPANDS

to hold MORE



MORE



and MORE



All standard models in Vulcanised Fibre or Leather are **GUARANTEED FOR FIVE YEARS.** Thirty-five models to choose from: Leather, 75/- to £8-8-0; Rawhide, from £5-12-6; Vulcanised Fibre, from 37/6; Compressed Fibre, from 10/- to 35/-



**AT ALL STORES AND LUGGAGE DEALERS and
REVELATION SUITCASE CO., LTD., 170 PICCADILLY,
LONDON, W.1**

(Agents for Revelation Supplies Ltd.)



This 24" model is in finest Rawhide, with Rawhide corners, best Chromium-plated locks and fittings - **£7-2-6**
Without corners **£6-2-6**

HAIR LOSS & SCALP DISORDERS

consult

MR. F. C. BOOTH

Qualified trichologist, highest degrees

GROSVENOR HOUSE,
PARK LANE, W.1.
MAYFAIR 6047

No better pipe is made...

SMOKED BY CONNOISSEURS THE
WORLD OVER

NEW ERA
(De Luxe finish)

12/6

XTRA
(Natural)

10/6



London
Made

NEW
STANDARD STANDARD
(Natural) (Rich Ruby finish)
7/6 7/6

Write for Booklet of Shapes to Dept. I.N.

OPPENHEIMER PIPES LTD.

38, Finsbury Square, London, E.C.2

Rare British Colonial Stamps

sent on approval.

The cheapest dealer in the World for
British Colonial rarities is:—

T. ALLEN,

5, BLAKE HALL ROAD,
WANSTEAD, LONDON, E.11
Phone: Wanstead 2412.

£30 to £5,000 lent

Without any Security, to Ladies or Gentlemen. Write
RICHMOND INVESTMENTS, LTD.,
4, THE GREEN, RICHMOND, SURREY

Test for 1 Month



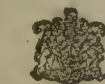
and you will be absolutely convinced
that the **VIBRAPHONE**
is the best-by-test of all appliances
for the relief of

DEAFNESS

So revolutionary is its principle that
it has gone from success to success.
Quite safe, non-electrical, practically
invisible. No batteries, wires or other
attachments. Used by professional
men. Write, phone or call for Booklet,
and details of 30 day Trial Offer.
Consultations 9-6.

VIBRAPHONE CO.,
22, Triumph House, 189, Regent St.,
London, W.1

Phone: Regent 5630.



By Appointment

Edinburgh
Portsmouth
Weymouth
Liverpool
Gibraltar

Established 1785

Gieves

21, OLD BOND ST., LONDON, W.1

Telephone: Regent 6411



**HOSIERS
TAILORS
HATTERS**



By Appointment

Southampton
Plymouth
Southsea
Chatham
Malta

Lightweight
SPORTS HAT
Shades: **HAT**
GREEN and
BROWN
Smooth Finish
15/6

"Dreaded the cutting of hay"

"For several years I have used
Vapex for colds and Hay Fever,
and, whereas in days when I did
not know Vapex I dreaded the
cutting of hay in the country,
now I feel quite safe. Vapex is
wonderful."

Alice W., London, S.W.1.

Don't put up with the misery of
Hay Fever this summer. Breathe
Vapex regularly. It clears the
head, soothes inflamed mucous
membranes, protects the system.
Vapex gives wonderful relief from
summer colds and catarrh.



Of Chemists 2/- & 3/-

V 148

THOMAS KERFOOT & CO., LTD.

(Continued.)

every Minister of Transport into acquiescence with their point of view. The opposition to the rear light seems to me to be quite illogical and devoid of any sound basis. But that may be allowed to pass for the moment. What many road-users are asking now is why the police do not take more notice than they seem to do of cyclists riding lightless long after the statutory time for lighting up? Living some twenty miles out of London and driving home every evening, I meet dozens of cyclists without lights when, the provisions of the law apart, common prudence would dictate the carrying of the front light at least. Yet it is seldom indeed that one hears of a cyclist being summoned for a breach of the lighting laws. It is not that one is anxious to see the same measure of "justice" meted out to other road-users that seems to be the prerogative of the motorist, but much play has been made recently of the increasing numbers of cyclists who are involved in road accidents. Using a busy main road as I habitually have to do "between the lights," I sometimes marvel that there are not more accidents than there are.

A few days ago I was asked to attend one of the London police courts as a witness in a minor motoring case. The one in which I was interested did not come on until half-way down the list, and as I sat waiting I could not help wondering what the real criminal must think about the police nowadays, and how thankful he must be for the invention of the motor-car. There were not more than three cases that really ought to have occupied the time of the court. Most were concerned with technical obstruction, and each produced for the Revenue a minimum of 25s. Many were for slight excesses of the speed limit—in only three was the alleged speed over 35 m.p.h.—and the fines ranged from 30s. to £4. Very profitable, no doubt, since something like £80 changed hands while I was in court. But what struck me most was the fact that, by actual count, there were twenty-two large policemen in attendance to give evidence in cases most of which would have been very adequately dealt with by a caution. Indeed, had they concerned any but the motorist, that is the way the police would have dealt with them.

BOOKS OF THE DAY.

(Continued.)

London, Paris, or New York." Clarkson firmly believed that he once himself served Jack the Ripper with a wig (afterwards found on the scene of one of the murders), and he supplied several female disguises to medical students who acted as decoys in the search for the murderer. His customers, it is stated, also included Charles Peace and Dr. Crippen. Clarkson died less than two years ago.

The divine Sarah plays a leading rôle (on the frontispiece and elsewhere), while her "lackey" is not men-

The remarkable fact that Sarah Bernhardt was the witness both at the wedding of Lucien Guitry and (thirty-seven years later) at the first marriage of his son, is mentioned by the latter in "IF I REMEMBER RIGHT." Memoirs of Sacha Guitry. Translated from the French by Lewis Galantière. With sixteen Plates and six Text Illustrations (Methuen; 12s. 6d.). This book is rich in French charm and wit. Among other things, it contains a delightful anecdote about Sarah Bernhardt and a stage horse, also a moving account of the author's reconciliation with his father, after an estrangement, and the origin of the play, "Pasteur." There is also a fine tribute to Clemenceau, whom the author knew, and touching glimpses of "The Tiger's" life-long friendship with Monet.

Various phases of old-time theatrical production, including both stage and audience, from Shakespearean times onward, are recalled in an attractive historical work entitled "OLD THEATRE DAYS AND WAYS." By W. J. Lawrence. Author of "Shakespeare's Workshop." With twenty-five Illustrations (Harrap; 15s.). This book, the author tells us, is the outcome of "fifty years of intensive study, solid research and hard thinking." At the same time he combines authority with vivacity, and makes incidental allusion to modern players. One anecdote shows us Charles Lamb seated in a corner of the orchestra at Munden's benefit at Drury Lane in 1824. Lamb was seen quietly draining a huge pewter pot of stout brought to him by the actor himself.

It is interesting to compare a drawing of Sadler's Wells as it appeared in 1817 (contained in the last-named book) with the present aspect of that theatre as shown in an illustration to "FOUR YEARS AT THE OLD VIC, 1929-1933." By Harcourt Williams. With Coloured Frontispiece and 32 Illustrations (Putnam; 10s. 6d.). Mr. Harcourt Williams is well known both as producer and actor, and his book is very interesting. One memorable event of his Old Vic period was the production of "Hamlet" unabridged, with John Gielgud in the title-part.

The quality of humour is less in evidence, though possibly latent, in "PRINCIPLES OF SHAKESPEARIAN PRODUCTION." With especial reference to the Tragedies. By G. Wilson Knight (Faber; 10s. 6d.). The author, who is Professor of English at Trinity College, Toronto, has had practical experience both as actor and producer, and his book should be extremely useful and stimulating to all concerned with the presentation of Shakespeare's plays. C. E. B.



MOTURING ON THE SUSSEX COAST: ONE OF THE NEW RILEY "ADELPHI" SALOONS HALTED ABOVE THE CUCKMERE HAVEN VALLEY.

tioned, in an interesting book of theatrical memories, from a playgoer's point of view, namely: "FROM PHELPS TO GIELGUD." Reminiscences of the Stage Through Sixty-Five Years. By Sir George Arthur. Introduction by John Gielgud. With ten Illustrations (Chapman and Hall; 15s.). Sir George is optimistic regarding the future of the theatre in its resistance to the competition of the cinema, pointing out that it has a flesh-and-blood actuality which no film can ever attain, and also preserves the illusion that what is to happen next on the stage has never happened before, and is not merely a reflection of what had already been enacted before the camera. As an *envoi* he quotes Sarah Bernhardt's advice to the British public—"The theatre is irresistible. Organize it."

ARGRAM

Carpets and Rugs

BEAUTIFUL
DURABLE
CHEAP.

Hand-made in the East specially for
Liberty & Co. Ltd., from designs and
colours supplied by them

LUXURIOUS PILE and QUALITY

The beautiful soft colours are unique
and in great variety

Carpets

A large range of sizes from 8 ft. by 5 ft. to 18 ft. by 12 ft.
Prices according to size. Example: A carpet measuring
12 ft. by 9 ft. costs £15.17.6

Rugs

5 ft. by 2 ft. 6 ins. costs £1.19.6; other sizes in proportion
up to 7 ft. by 4 ft.

INSPECTION INVITED

LIBERTY & Co. Ltd

CARPET SPECIALISTS

REGENT STREET, LONDON, W.1

TELEPHONE REGENT 1234



HISTORIC PLACES
BEAUTIFUL SCENERY
OF SHAKESPEARELAND



SPORT IN
ABUNDANCE



PLENTY OF
ENTERTAINMENT



The Queen of Inland Watering Places

INVITES you to enjoy its pleasures and the beauty of
the Shakespeare country; and at the same time to take
advantage of its Spa waters and treatments (quite
inexpensive) for added benefit to your health—especially
if you are above middle age (with or without attendant
ailments). Have a "double value" holiday at Leamington!

TRAVEL BY RAIL

"Monthly Return" Tickets at 1d. a mile 3rd class
1½d. a mile 1st class by any train, any day

ROYAL
LEAMINGTON SPA

Write for Cure and Holiday Booklets (gratis) from:
W. J. LEIST, SPA MANAGER, DEPT. 13, LEAMINGTON SPA



The above photograph shows a part of the consignment. Books have been supplied in the following languages:—

FRENCH	DANISH	CZECHOSLOVAKIAN
GERMAN	FINNISH	GREEK
SPANISH	DUTCH	JAPANESE
ITALIAN	HUNGARIAN	POLISH
SWEDISH	RUSSIAN	BULGARIAN
NORWEGIAN	YUGOSLAVIAN	HEBREW

LIBRAIRIE HACHETTE

Inc. in France with Limited Liability.

ESTABLISHED 1826

THE BEST CENTRE IN LONDON FOR ALL FOREIGN BOOKS

(Fiction, Biography, Classics, Dictionaries, etc.)

Daily consignments from the Continent

LARGEST STOCKS
PROMPTEST SERVICE

LIBRAIRIE HACHETTE

have had the honour to be appointed sole suppliers of all the Foreign Books (18 languages) for the Libraries of

R.M.S. QUEEN MARY

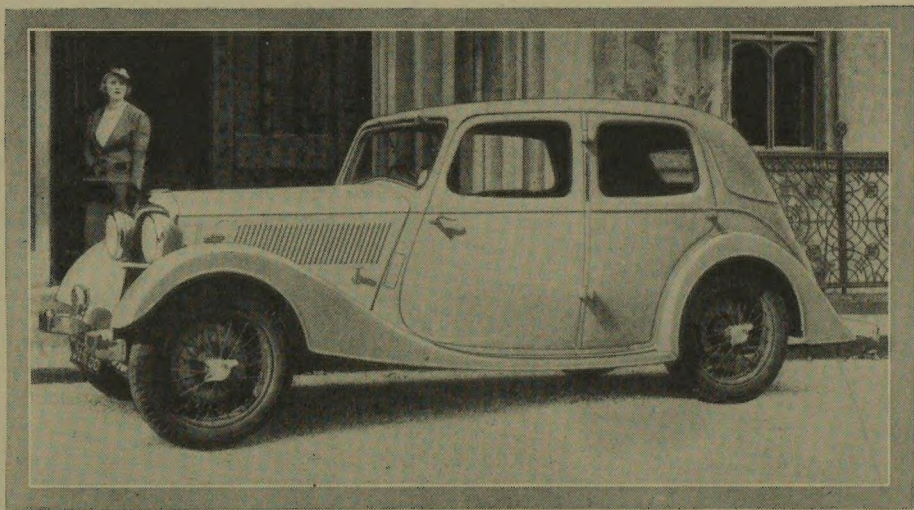
the choice made in each language by Librairie Hachette meeting with the entire approval of the Cunard White Star Line

LIBRAIRIE HACHETTE,

ADELAIDE STREET, CHARING CROSS, LONDON, W.C.2

Telephone: Temple Bar 9467

More people are buying Riley cars

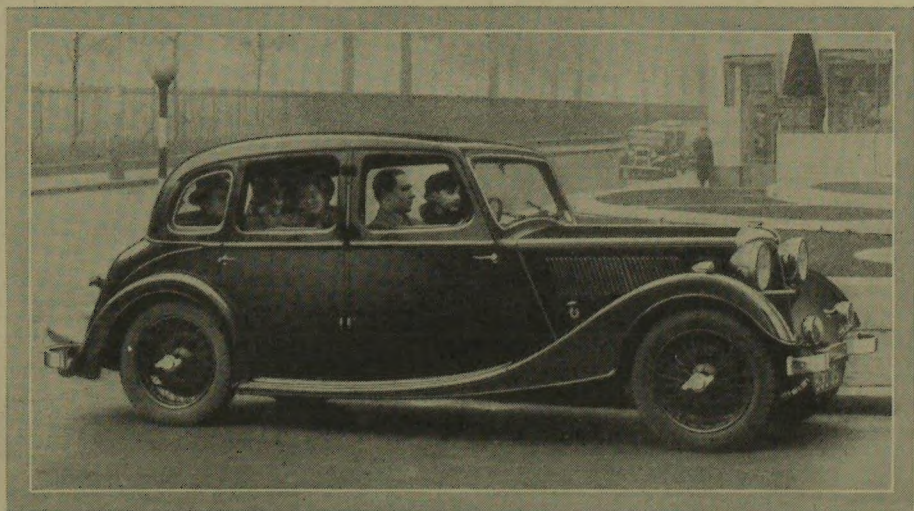


especially
the new
Nine

THE sales of Riley cars this year are considerably in excess of previous years'. We are not quite sure that we would prefer that regularity of output and unvarying level of price which for a decade has been the wonder and envy of many a manufacturer; but it would seem that in the re-designed, improved Nine at £269 and the 5-seater 6-light Adelphi at £350 we have "pulled off a double."

and the
6-light
Adelphi

That is unusual in the motor trade and no doubt accounts for the mild boom in Rileys at the present time. It also indicates that they are both very good cars for the money. Dunlop Tyres, and Triplex Glass all round. Riley (Coventry) Limited, Coventry.



THE PLAYHOUSES.

"AREN'T MEN BEASTS!" AT THE STRAND.

If a farce can be judged by the laughter with which it is received on its first night, then this is the funniest play for years. It is true that certain dour critics watched it without a smile, but the majority of the audience greeted it with uproarious mirth. If Mr. Vernon Sylvaine's script lacked wit, he is certainly to be complimented upon his memory. Every situation that has ever got a laugh in any farce was introduced in this one. First we saw Mr. Robertson Hare as a shy dentist in whose presence a lady patient, for no apparent reason, partially disrobes. While she runs shrieking for the police, she leaves him in possession of a garter. Arrested,

he escapes from Vine Street and seeks refuge in the flat of his son, who is to be married that morning. Then, for a reason that again eludes the intelligence, he is trussed, gagged, and incarcerated in a grandfather's clock. Mr. Robertson Hare fought terrifically for laughs, even permitting himself to be deprived of his trousers—which, one imagines, is the last resource of a comedian. Mr. Alfred Drayton, whose dome is as marbled as that of Mr. Hare, worked like a Trojan, and Mr. John Mills proved himself the likeliest stage and film star one has seen for many months.

"BITTER HARVEST," AT THE ST. MARTIN'S.

There have been many Byronic plays during the last decade, but most of them have been so anxious

to introduce the rather dull personages of the period that their entry up one of the stately staircases in Carlton House Terrace has produced more yawns than interest. Miss Catherine Turney has been clever enough to confine the interest in her play to Lord Byron's private life. True, Tom Moore and Walter Scott made a few dull appearances, but in the main one's only interest was in Byron's domesticity. Mr. Eric Portman gives a grand performance as Byron. One is convinced of his genius; his rage against the world on account of his lameness is as convincing as his attraction for women is shown. His passion for his step-sister is cleverly glossed over. Miss Turney has not quite reached tragic heights in this play, but her scenes of comedy and jealousy are well handled.

The Springtime of LIFE



4,500 CHILDREN
NOW IN
OUR CARE

Help us to see that the children are not
robbed of their spring or have it clouded
by poverty and unhappiness.

Donations gratefully received by the Secretary

WAIFS & STRAYS

SOCIETY

OLD TOWN HALL

KENNINGTON, S.E.11

CONTINENTAL HOTELS

BELGIUM

Bruges—Hotel de Flandre. 1st cl. Modern comfort in antique setting. Ex. cuisine. Garden Restaurant. Rooms from 4/6 or Pension from 10/6 day.

Knoeke-Zoute—Palace Hotel—Facing sea and Bathing. Moderate terms. Near Casino. Golf. Tennis. Tel. Add.:—"Palace, Knoeke."

Knoeke-Zoute—Rubens Hotel—The finest hotel in the best position on sea front, near Casino. Free Conveyance to Links.

CZECHOSLOVAKIA

Franzensbad—C.S.R. Hotel Königsvilla—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus

FRANCE

Cannes—Hotel des Anglais—Highest class residential hotel in large park. "Going to Cannes means staying at the Anglais."

Le Touquet—Hotel des Anglais—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet—(P. de C.) Golf Hotel—Facing the famous links. Privilege of daily golf vouchers.

Le Touquet—Hotel Regina—Facing Sea. Opp. Swimming-pool. First-class residential hotel. Own private huts on the beach. Moderate.

Royat—Grand Hotel Majestic Palace—Private park of 10 acres. Tennis Courts. Near Thermal Establishment. Telephone in every room.

GERMANY

Baden-Baden—Bühlerhöhe—800 mt. (2,600 ft.). Kurhaus and Sanatorium. Diets, Rest-cures. Pension from RM. 11 upwards.

Baden-Baden—Hotel Europe—Most beautiful position opposite Casino. Modernly renovated. 200 beds. Rooms from RM. 4. Pension from RM. 10.

Baden-Baden—Hotel Frankfurter Hof—Wholly renovated 1935. Facing Kur-park; a home from home. Manager's wife English. Prices moderate.

Baden-Baden—Hotel Stadt Strassburg—Fr. Hoellischer. First-class family hotel. Full pension from RM. 9.

Bad Nauheim—Hotel Augusta Victoria—Sited directly opposite the Baths. Park. Every comfort. Full pension from RM. 9.

Bad Nauheim—The Carlton—Old established, comfortable, thoroughly up-to-date, exceptional position by park. 20 yards from baths.

Bad Nauheim—Der Kaiserhof—First-class hotel. Large garden facing baths and Kur-park. 150 rooms, 50 baths. Pension from RM. 11.

GERMANY—Continued

Bad Nauheim—Jeschke's Grand Hotel—The leading hotel. Open as usual, but better than ever. Special reduced rates in 1936.

Bad Nauheim—Palast Hotel—Most beautiful position facing the Kur-park and Baths. Ex. cuisine. Special diets. Pension from RM. 10.

Bad Nauheim—Park Hotel—First-class home comfort combined with excellent cuisine and service.

Dresden—Hotel Bellevue—The leading Hotel. Unique pos. on the river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

Frankfurt-am-Main—Hotel Excelsior—Left exit of Central Station. 300 beds, from RM. 4.

Garmisch—Bavarian Alps—Sonnenbühl—Golf Hotel, facing the Zugspitze. First-class family hotel. Excellent cuisine.

Heidelberg—Hotel Europe—First-Class. Quiet location in old park. Rooms from 5 RM.

Leipzig—Hotel Astoria—The latest and most perf. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Wiesbaden—Hotel Schwarzer Bock—1st-cl. fam. hotel. 300 beds. Med. bath in hotel, Golf, Tennis. Garage. Pension from 8 marks.

Wiesbaden—Hotel Rose—World-renowned Hotel. Own bathing establishment. Patronised by English and American Society. Pension from Marks 11.

Wiesbaden—Hotel Vier Jahreszeiten (Four Seasons) Select home of Society. Best position opposite the Kurhaus, Opera and Parks. Pens. from RM. 12.

Wiesbaden—Grand Hotel Kaiserhof—300 beds, first-class, in quietest position in own large Park. Thermal Water, Swimming Pool. Carl König.

Wiesbaden—Hotel Nassauer Hof—World renowned. Finest position opp. park & Opera. Wiesbaden Springs. Patronised by best British Society. Pen. fr. 12 Mks.

Wiesbaden—Palast Hotel—First-class hotel opposite Kochbrunnen. Every possible comfort. Own bath-establishment. Pension from RM. 10.

HOLLAND

Amsterdam—Amstel Hotel—First class. Splendid situation. Rooms include Dutch breakfast. From Fl. 4. 50 upwards.

Amsterdam—Bracks Doelen Hotel—First class. Quiet location. 120 beds. 40 bathrooms. From Fl. 4. 5 including breakfast.

Amsterdam—Hotel de l'Europe—First class. 120 rooms. 40 bathrooms. Rooms from 4. 50 (breakfast included).

Noordwijk—Grand Hotel Huis Ter Duin—500 beds. Best position facing sea. Golf, tennis, sunbathing, beautiful beach.

CONTINENTAL HOTELS—continued

SWITZERLAND

Basle—Three Kings Hotel—(Trois Rois) on the Rhine. Rooms from Fr. 6.

Geneva—The Beau Rivage—With its open air Restaurant Terrace on the lake fac. Mt. Blanc. Most comf. Prices reduc. Rms. from Sw. Frs. 6.50.

Geneva—Hôtel de la Paix—On the Lake facing Mont-Blanc. Close to pier and places of interest. Select but mod. in cost. Nice rms. from S. Fr. 5.50.

Geneva—La Résidence—First-Class Resid. All comf. Spl. Roof-gdn. Tennis. Open-air Restaurant. Marv. view on lake & mountains. Pen. from 10 Frs.

Lausanne—Hotel Byron—Modern, all comforts. H. & C. water. Private baths. Well known for its ex. cuisine. Diet. From £4.10 incl. Bath & service.

Lucerne—Hotel Beau-Rivage—Facing lake, next door to Casino. First class. Excellent food. Pension from S. Frs. 13.

SWITZERLAND—continued

Lucerne—Carlton Hotel—1st class. Finest situation on lake. Reasonable terms. Private sun and lake baths free for guests. Park. Tennis. Garage.

Lucerne—Grand Hotel Europe—The popular 1st-class hotel with moderate charges.

Lucerne—Palace Hotel—Finest situation right on lake-front. Quiet, yet central. Pension from Frs. 15.

Lugano—Adler Hotel—Near station, in own gardens facing lake, exceptional view. Rooms from 3.50. Pension from 10 Frs. Garage Boxes.

Lugano—Grand Hotel Eden—Latest comfort, every rm. fcg. lake. Weekly terms "all in" S. Fr. 98. Same house, The Beau-Rivage, "all-in" weekly S. Fr. 90.

Vevey—Hotel d'Angleterre—On the lake-side. Pension terms from £5 0 0 weekly, including Service. No taxes, large garden.

NICE + ATLANTIC + HOTEL

Newest first-class Hotel, Central Situation on the Boulevard Victor-Hugo, close to Sea and Casino
200 ROOMS MOD. TERMS CONNECTING ANNEXE
HOTEL DU RHIN
Rooms from 25 francs Own GARAGE with lock-ups
Convenient headquarters for the French Riviera

MOSCOW HOTEL NATIONAL—HOTEL METROPOLE

Comfortable, up-to-date hotels. Much frequented by English visitors. Particulars from leading travel agencies, or Intourist, Ltd., Bush House, London, W.C.2

BRITISH HOTELS.

AVENUE HOTEL HARROGATE

—for the "CURE" and the EPICURE!
A most attractive hotel. Close to principal Baths, Shops, etc. Excellent food, and special "Cure" diets, if desired. Comfortably furnished rooms. Pleasant restful atmosphere. From £4 4 0 weekly. Illustrated brochure "G" on request.

OPENING AT WHITSUN

MANSION HOTEL, POLAPIT TAMAR, LAUNCESTON, CORNWALL
Stands in 105 acres of woodland, 16 miles from North Cornish Coast, overlooking Dartmoor. Fishing, Shooting, Tennis, Archery, Hunting, Golf at Launceston and Tavistock. All bedrooms h. and c. running water. Electric light. First-class cuisine. Moderate inclusive terms. Write for tariff. Phone Launceston 248.

The Art of the Postage Stamp

By FRED. J. MELVILLE.



FOR 100%
ENJOYMENT

FROM
STAMP
COLLECTING

READ THE

"STANPHIL" STAMP BOOKS

Five already published and more coming, each dealing in expert and fascinating manner with a subject that is well represented among the world's stamp designs.

Delightfully illustrated

TITLES NOW AVAILABLE:

BY AIR THROUGH THE STAMP

ALBUM:

NATIVE RACES:

LAND TRANSPORT:

The STAMP ZOO: Part I. Beasts.

The STAMP ZOO: Part II. Birds,

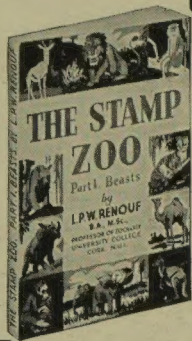
Fish, Reptiles.

ALL 1/- EACH (Postage

2d. extra)

STANLEY GIBBONS LTD.

Dept. 117, 391, Strand, London.



ESTABLISHED 1794.

PUTTICK & SIMPSON

Fine Art and Philatelic Auctioneers

The Sir Joshua Reynolds Galleries,

47, LEICESTER SQUARE,
LONDON, W.C.2

have a separate department attending alone to
Sales of Rare

POSTAGE STAMPS

Advice is freely given as to the disposal of collections or single specimens, and the catalogues of important Sales are prepared in time to permit of bids being received from American clients.

Telephone: Whitehall 3716 (Two lines)

It is to Your Advantage

To Subscribe to SELFRIDGE'S BR.-
COLONIAL NEW ISSUE SERVICE;
ESPECIALLY IN VIEW OF FORTHCOMING ISSUES.

Extraordinary success is being met with and the following points are earning great public approval:—

- No deposit with Acceptable References.
- Choose the Stamps required, returning those not wanted.
- Sendings Monthly, or on arrival.

AND THIS AT ONLY 12½% ON FACE VALUE!!

A unique service at such a low rate. Full particulars on request to

PHILATELIC DEPARTMENT,

SELFRIDGE & CO.,
400, Oxford Street, London.

COLONIAL JUBILEE STAMPS

THE COMPLETE SERIES of all sets from 62 colonies, absolutely every stamp issued, superb unused for £15, cash with order; in blocks of four throughout price £64. Also I offer general approval selections of Br. Colonials at one-third to one-sixth of catalogue prices. 1,000 different Br. Colonials, price 40/-.

EDMUND EASTICK

22, BANKSIDE RD., BOURNEMOUTH

STAMPS

Fine Selection of the Rare Stamps of all countries sent on approval, at 9d. in the 1/- discount off catalogue prices.

G. G. Waitt, "The Outspan," Whitstable, Kent

AUSTRALIA has given collectors a surprise issue of two stamps to mark the opening of submarine telephone communication to Tasmania this year. The design shows Amphitrite holding the cable midway between the cable-landings at Apollo Bay, Victoria, and at Stanley, Tasmania. The values are 2d. red and 3d. blue.



AUSTRALIA: AMPHITRITE
HOLDING THE NEW SUBMARINE
TELEPHONE CABLE.

The new boulevard of San Domingo, which has been named after George Washington, requires an unusually large stamp to represent its spaciousness. The Dominican Republic provides it in four denominations, ½, 2, 3, and 7 centavos, each with a

portrait of President Trujillo, after whom the capital (hitherto known as San Domingo) has been renamed.

Ship designs are popular and appropriate on Colonial stamps; the Dutch artist, André van der Vossen has produced a neat picture of a sixteenth-century vessel on the low values for the new Surinam issue, ½ cent to 7½ cent. From 10 c. to 50 c. the stamps bear a new portrait of the Queen of Holland, by F. Mees.

Another of the Baltic countries in the stamps this month is Lithuania, which has just issued three values to commemorate the Transatlantic flight, New York to Kaunas, by the Lithuanian pilot F. Vaitkus. The aviator's portrait is superimposed at the left on a map showing the route taken on the flight, which was achieved on Sept. 21-22 last year.

Eight new stamps have been issued in Germany to commemorate the Olympic Games of 1936. The designs represent a gymnast (3 pf.), a diver (4 pf.), Association football (6 pf.), throwing the javelin (8 pf.), torch race (12 pf.), fencing (15 pf.), rowing (25 pf.), and a horse jumping (40 pf.). As has been the case with most previous issues connected with the Olympic Games, there is an element of monotony in the designs.



GERMANY: ONE OF A
NEW ISSUE COMMEMORATING THE OLYMPIC
GAMES, 1936.

The recent conclusion of a postal convention between Manchukuo and Japan has been the occasion for the issue by the former country of four stamps. The 1½ fen sepia and 6 fen carmine bear a map of the Sea of Japan over which is a bird in flight. The 3 fen purple and 10 fen blue depict the building of the Ministry of Communications at Hsinking.

The centenary of Darwin's visit to the Galapagos Islands has been marked in Ecuador by the issue of a special series of stamps. Darwin was actually only twenty-six when he visited the Islands, but on the 20 c. stamp (which also shows the famous Beagle) he is portrayed as an old man. The other values in this issue are: 2 c. map of the Islands; 5 c. iguana, an animal peculiar to the Islands; 10 c. giant tortoise (Spanish *Galapago*) from which the Islands derive their name; 1 sucre. Cristobal Colon; 2 sucres. a view of the Galapagos.



BERMUDA:
A BERMUDAN-
RIGGED YACHT.

In the revived series of separate stamps for the Straits Settlements and the Federated Malay States, all of which have the general title of Malaya on them, Selangor is the only State on which the State name does not appear in English. The low values, already described in this page, show the Mosque of Klang. The 1 red and black on blue paper, has now arrived bearing a portrait of the Sultan.

The lower values of the current series of Bermuda have been withdrawn and some charming pictorial stamps have taken their place, while a new denomination, 1s. 6d., has been added. The interest of the new stamps is mainly in their pleasing representations of Bermudan scenery, the work of artists, engravers, and printers reaching a very high level.

Spain held a very successful national philatelic exhibition in Madrid during April, in connection with which two large stamps in designs based on the old stamps of Madrid (1854) were issued. They are 10 centimos black, and 15 c. green. The same denominations, but printed respectively in red and blue, were overprinted "correo aereo" for use on air mail.

From Czechoslovakia comes a set of three child-welfare stamps, designed after a painting by the great Czech artist, Josef Manes.

(The stamps of Germany, Ecuador, and Bermuda by courtesy of Stanley Gibbons, Ltd.)



SURINAM:
QUEEN WILHELMINA
OF HOLLAND.



ECUADOR: TO COMMEMORATE DARWIN'S
VISIT TO THE GALAPAGOS ISLANDS.



CZECHOSLOVAKIA:
THE NEW CHILD-
WELFARE STAMP.



Mauritius

Harmer's of Bond Street, the celebrated auctioneers of the "Hind" Collection, have great pleasure in announcing that they have received for unreserved sale by auction a magnificent

Collection of the Postage Stamps of MAURITIUS

The Collection is replete with far too many rarities to be able to list in the small space available, and interested collectors are strongly advised to write for the special illustrated catalogue.

AUCTION DATE: MONDAY, JUNE 29th

Other important auctions taking place during May and June comprise May 25th and 26th, a general collection from Vienna; June 8th and 9th, valuable collections, and specialised lots of countries; June 15th and 16th, "Jubilees" and an unused collection; June 22nd and 23rd, Rare Air Mails, etc.

H. R. HARMER,

The World's Leading Stamp Auctioneer,
131 & 134, New Bond St., London, W.1
Telephone: MAYfair. 0218, 0219.

Advice willingly given to prospective vendors of old Postage Stamps and Collections.



THE STANDARD CATALOGUE OF POSTAGE STAMPS OF THE WORLD

1936
EDITION

5s.

POSTAGE
6d. EXTRA
ABROAD 9d.

The Standard Catalogue is the ideal reference catalogue for the general collector. All essential particulars of the World's postage stamps, including watermarks, are accurately described and there is no arbitrary simplification, only minor varieties of little interest being omitted.

"THE PHILATELIC BULLETIN"

Published monthly. Indispensable to the collector of New Issues and contains many exclusive features of value to everyone interested in postage stamps. Ask for free specimen copy or send 1s. 6d. for a year's subscription.

PRICE LISTS

Our 1936 Price List of Sets and Packets (150 pages), New Air Mail List and booklet of Albums and Accessories cover every stage of this popular hobby. Copies will be sent free on request.

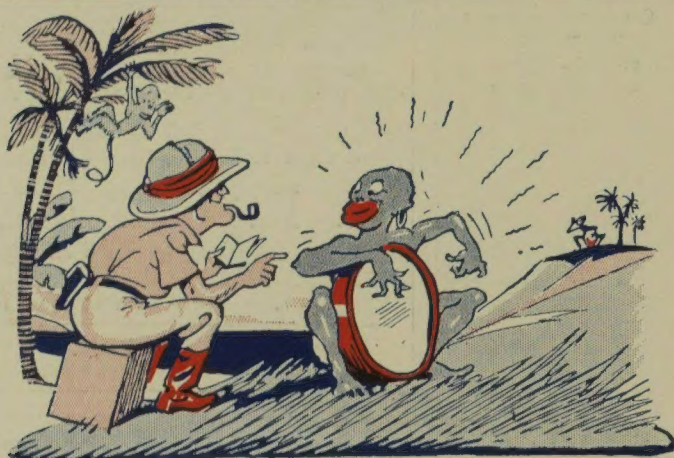
WHITFIELD KING & CO.
IPSWICH, SUFFOLK. Established 1869



with comfort

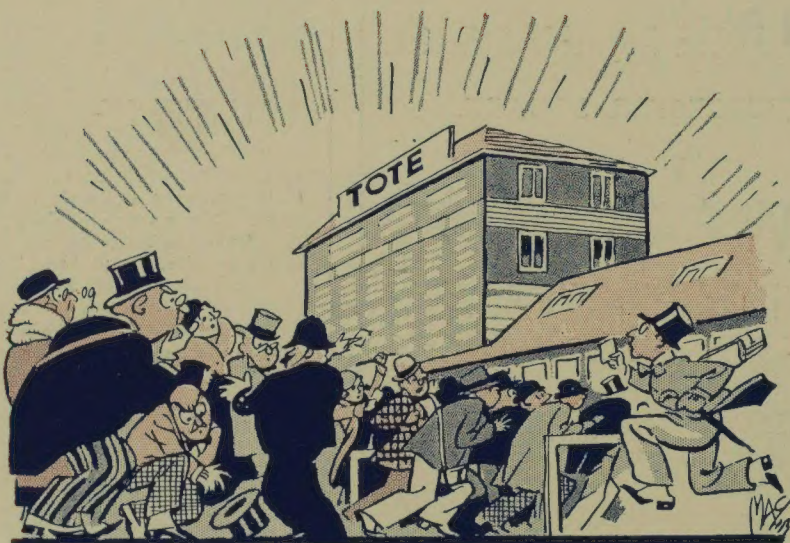


and convenience . . .



wherever you
may be

you can avail yourself
of every facility the
'Tote' offers—without
the discomfort!



FULL 'TOTE' ODDS plus 5 per cent
FOR SINGLE EVENTS

NO LIMIT to amount won

NO RESTRICTION as to time of receipt
of wires

WRITE TO-DAY AND OPEN A CREDIT ACCOUNT

Douglas Stuart
Ld.

STUART HOUSE, SHAFTESBURY AVENUE, LONDON